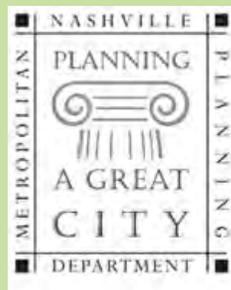


# THE ANTIOCH - PRIEST LAKE COMMUNITY PLAN UPDATE

*Adopted October 25, 2012*

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Metropolitan Nashville  
Davidson County, TN



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## *Antioch - Priest Lake Community Plan: 2012 Update*

Insert Resolution from the Metropolitan Planning Commission

## *Antioch - Priest Lake Community Plan: 2012 Update*

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# *Antioch - Priest Lake Community Plan: 2012 Update*

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# Antioch - Priest Lake Community Plan: 2012 Update

## Executive Summary

The Antioch - Priest Lake Community Plan: 2012 Update (Antioch - Priest Lake Plan) replaces the Subarea 13 Plan updated in 2003. The Antioch - Priest Lake Plan will guide the community's growth, development and preservation over the next seven to ten years. The community plan update occurred over a six-month period with the participation of over 400 residents, civic and community leaders, property owners, business owners, institutional representatives, development professionals, and elected and appointed officials working to assess growth, development and preservation options, to discern a shared vision for future growth, and to adopt development goals, design principles, Community Character Policies and other tools to achieve that vision.

## Realistically Facing Challenges and Building on Strengths

Antioch - Priest Lake is a rapidly growing community. The community is made up of traditional suburban development in built out areas, while other areas are rural in character but have an emerging suburban residential and commercial development pattern. Since 2000, the community has experienced a 30% increase in total population. Income and education levels have remained steady, and residential development was significant. While the community has experienced record growth, challenges still persisted.

The community's central commercial and retail district – Hickory Hollow – was severely impacted by the economic and social challenges of the last ten years. As a result, the once booming regional retail center suffered from vacancies and perception issues. Due to changes in the housing market, the area had higher rates of mortgage holders than other parts of Davidson County. The community also faced negative perception issues that followed the Mall's decline. Despite these challenges, the Antioch – Priest Lake Community showed that it is a resilient community that is determined to succeed. To do so, the community wishes to build on the assets that have remained constant even through these uncertain times; the Percy Priest Lake as a regional attraction, regional location and access, the Nashville International Airport, and neighbors and business owners committed to the success of the community.

Percy Priest Lake continues to draw roughly 6 million visitors and roughly \$61 million dollars annually to the Middle TN region. Commercial, employment and residential synergies between Antioch – Priest Lake and cities like Murfreesboro, LaVergne, Smyrna and Mt. Juliet have become more apparent and beneficial. Meanwhile, proximity to transportation systems like

Interstate 24 and the Nashville International Airport continue to appeal to regional and international travelers.

While the community has numerous strengths, including the dedication of its stakeholders, present-day Antioch - Priest Lake faces and must triumph over a variety of challenges to return to the stature, vibrancy and pride it has enjoyed in times past. Decades ago, Antioch - Priest Lake was a bedroom community that supported established families and professionals. Today, the area is more diverse with a younger population as well as an aging population whose lifestyles now require nearby amenities, transit options, and local employment. Therefore, the community needs to redefine its vibrancy through greater retail and entertainment, transit, and employment options. Most importantly, the Antioch - Priest Lake Community needs housing choices with varying price points that are walkable and that are served by neighborhood scaled amenities. The community is positioned to accommodate these needs in undeveloped areas south of Bell Road and in mixed use and employment centers near the Hickory Hollow Mall, The Crossings, and near the Nashville International Airport.

## Honoring Community Character

Antioch - Priest Lake stakeholders voiced a desire for creating new development patterns on corridors and in significant retail and employment centers; mainly Murfreesboro Pike, the Hickory Hollow Mall area and The Crossings area, respectively. Stakeholders were also committed to providing a range of housing choices near those primary retail and employment centers. Antioch – Priest Lake stakeholders were adamant about new housing being well-designed, and walkable, similar to that of Lenox Village – a suburban, mixed use community in the southern portion of Davidson County.

The Antioch - Priest Lake stakeholders were also very vocal about overall connectivity in these areas through pedestrian, vehicular, bicycle and transit facilities. Sidewalks were mentioned on numerous occasions throughout the process. As a result, sidewalk priorities were identified near the Hickory Hollow Mall area, near schools, and in developed subdivisions mostly north of Bell Road. The Antioch - Priest Lake Plan also provides open space recommendations that build upon the existing open space network in the community, encourage additional connections between open spaces, and encouraging the creation of community and neighborhood parks that can be easily accessed from residential areas by walking or biking.

## Antioch - Priest Lake Community Plan: 2012 Update

The Antioch - Priest Lake Plan uses Community Character Policies that are tailored to suburban and rural character to honor the diversity of character in Antioch - Priest Lake, from the suburban neighborhoods near historic Downtown Antioch, to the rural areas near J. Percy Priest Lake. The Antioch - Priest Lake Plan uses Community Character Policies to avoid one-size fits all development, to reinforce and enhance the development pattern of existing neighborhoods, enhance the character of mixed use corridors, and to preserve green spaces.

### The Vision for the Antioch - Priest Lake Community

The Antioch - Priest Lake Plan reflects the values and vision of the numerous participants in the planning process. The vision balances that input with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. Antioch - Priest Lake community members envision a community that – in ten years – will be a - “sought after community with greater access to Percy Priest Lake and community-scaled parks, housing that is competitive in the market and that meets the needs of a changing demographic, transportation improvements that include sidewalks, bikeways, and mass transit, and employment centers that produce jobs to support rebounding retail centers.”

To accomplish this vision, a coordinated and persistent effort is required by residents, property owners, developers and investors, business owners and public/private agencies is essential. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, must display patient and persistent determination in supporting local retail, housing that meets the needs of all Antioch-Priest Lake residents, and community promotion and branding that works to dispel myths and negative perceptions. Developers and investors, who are encouraged by public policies and agencies, will likewise be encouraged by such evidence of stakeholders’ activism and dedication.

To bring about this vision, the Antioch - Priest Lake Plan encourages development that is forward thinking in its approach to regionalism, sustainability, and creating complete communities. Development in the Antioch - Priest Lake Community should also support the vision, goals and objectives of the Antioch - Priest Lake Plan and the general intent of the Community Character Policies. Doing so will create the community that Antioch - Priest Lake stakeholders envision and a community that makes significant, positive contributions to the county and the region.



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## CHAPTER I: PLANNING FUNDAMENTALS

### Introduction

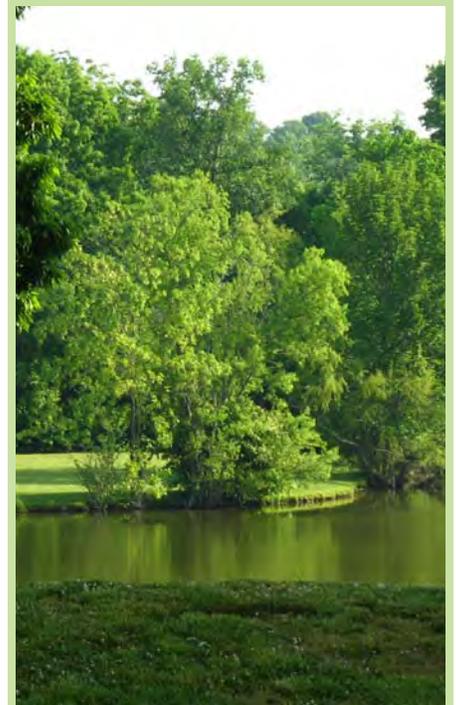
The Antioch - Priest Lake Community Plan: 2012 Update (“Antioch - Priest Lake Community Plan” or “the Plan”) was created with the help of Antioch - Priest Lake residents, property owners, business owners, institutional leaders, development professionals and elected and appointed officials, working together with planners from the Nashville and Davidson County Metropolitan Planning Department. This collaborative effort created a plan that establishes a vision for the future of the Antioch - Priest Lake Community and provides guidance for future development and preservation decisions.

The primary purpose of the Antioch - Priest Lake Community Plan is to provide a course of action for stakeholders to build the envisioned community. In doing so, the Antioch - Priest Lake Community Plan guides public and private decisions and actions that shape the future development and preservation in Antioch - Priest Lake. Key decisions guided by the Antioch - Priest Lake Community Plan include:

1. Public and private investment decisions about where to build infrastructure and buildings;
2. Metro Planning Commission’s recommendations and Metro Council’s actions regarding zone change proposals;
3. Metro Planning Commission’s actions regarding subdivisions;
4. Metro Planning Commission’s decisions on surplus properties; and
5. Metro Planning Commission’s recommendations to Metro Council for Metro Government’s Capital Improvements Budget (CIB) and Capital Spending Plan (CSP). The CIB guides the creation, extension and replacement of public facilities such as sidewalks, roads, bridges, etc., and the sale of surplus public property. The CSP is a more specific and final list of such projects and their funding sources.

The creation of the Antioch - Priest Lake Community Plan takes the participation of all stakeholders. In creating the plan, the stakeholders are also engaged in education on the fundamentals of planning and the tools used to achieve the community’s vision. This includes understanding Metro Nashville and Davidson County’s commitment to sustainable development that fosters health living and to understanding the role of the individual community in the larger region.

This chapter begins with a history of the Antioch – Priest Lake Community. It then moves to a discussion about the Antioch - Priest Lake community and its role within the region. The chapter then turns to explaining the relationship between a healthy and sustainable community and the built environment. Finally, the chapter concludes by explaining the legal basis of community planning, and how to use the community plan to realize the vision for growth and preservation in the Antioch - Priest Lake Community.



# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 1 - Planning Fundamentals

### Antioch - Priest Lake Community History

For the purposes of future planning, Davidson County is divided into fourteen communities. The Antioch – Priest Lake Community is a vast area spanning from Interstate 24 to the west, J. Percy Priest Lake to the east, the Airport to the north and the Davidson County line to the south. However, the community known as “Antioch” began at the convergence of Antioch Pike, Hickory Hollow Parkway, Blue Hole Road, and Mt. View Road. That intersection is where the small town of Antioch was founded, and the place from which the Antioch as we know it today, grew.

The original town of Antioch began as a church located by Mill Creek. Antioch was a commuter town because workers traveled to and from Downtown Nashville. From the beginning, the town provided immediate services like a post office and general store. For planning purposes, the community was given the name Antioch – Priest Lake because the study area encompassed areas near J. Percy Priest Lake and the neighborhoods that grew from the heart of Antioch in the early 1800’s.

#### Antioch in the 1800’s

In 1810 a church organized in the area near Mill Creek. Then in 1820, a large landowner by the name of Charles Hays donated land for the church to build on. The church’s original name was the “First Baptist Church”. Charles Hays changed the name, basing the name change on Bible scripture (Acts 11:26 KJV) which states “...and the disciples were called Christians first in Antioch.” The village was known as Antioch from 1820 onward. For a short time in the 1870’s and 1880’s, the post office designation for the village was Oneyville, named after the post master of that time – Dr. J. H. Oney. However it was later changed back to the name Antioch.

### A Town Built on a Mail Route

Now a town featuring a post office, Antioch began to grow covering an area of one to two miles in either direction. The Antioch mail route itself also covered additional areas outside of those communities. Beyond that initial two mile boundary were the communities of Una, Mt. View, Cane Ridge, Tusculum and Bakertown.

Much of the land in the town of Antioch was owned by Charles Hays and he remained the largest land owner through the first few decades of Antioch’s existence. By the end of the 1840’s however, road construction had begun on Mill Creek Valley Pike (now known as Antioch Pike), and the road opened for use in 1846. Construction also began on a rail road that would change the face of the community.

### The Town Grows along the Railroad

The railroad built near the town of Antioch was vital for mail delivery and those workers who had jobs in the “big city” of Nashville. Even back then, the commute to Downtown Nashville was a chore requiring a horse to Nolensville Road, followed by a trolley taking a half day to get to Downtown Nashville. The first train helped workers get to and from Nashville quickly. In its heyday, approximately 18 passengers were taking the train to and from the city of Nashville.

Over the years, there were four trains that ran both north and south that stopped at various station locations in Antioch. The first station was southwest of present day Una-Antioch Pike. The book *With Good Will and Affection...for Antioch* states that this may be in the spot where Hickory Hollow Parkway runs today. In 1891, the train station would move to its second location near the terminus of Blue Hole Road at Antioch Pike. This was the final location prior to the arrival of the automobile - the invention that would make travel by railroad less popular. In later years,



Mill Creek



Garden along Una Antioch Pike



CSX Railroad in Antioch

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## Chapter 1 - Planning Fundamentals

because of the popularity of the automobile, the railroad would remain in operation, but primarily for mail delivery.

Even though the railroad was losing popularity, the town of Antioch continued to grow through its local commerce. By the 1880's, the village consisted of a railroad station, one church, one store, a blacksmith shop, and a few homes. In the 1930's an auto repair shop and later a village pub would replace the blacksmith shop. Also in the area, local music teachers taught lessons out of a home on Mill Creek Valley Pike (Antioch Pike), and a two-story grocery store was owned and operated by a bachelor, Mr. Harris who worked in the store and lived on the second floor. The post office remained as a community staple in the area and existed as part of the local grocery stores in subsequent years.

### Antioch Today

Overtime, as Antioch continued to grow through suburbanization, it became more difficult to pin-point where Antioch was located. Having never formed as an incorporated city, the town of Antioch was mostly defined by its postal address. Identifying the community this way also proved difficult because the mail route wasn't confined to the small area around Blue Hold Road. A 1993 SCENE magazine article titled "An Antioch State of Mind" reported that the Antioch post office grew to serve 14 rural routes and 11 urban routes. Despite the confusion about where Antioch started and stopped, people continued to be drawn to the area and it saw significant growth in subsequent years.

With the suburbanization that took place in the 1950's and the development of Hickory Hollow Mall in 1978, more residents were drawn to the area. Natural population growth and the success of the Hickory Hollow Mall in the 1990s brought new residents from surrounding cities. Many relocated to Nashville because the music industry was an appealing job sector. But others called Antioch home because of its great access to

commercial shopping, easy access to downtown Nashville, and its pristine trees and open spaces as alluring characteristics for many transplants (The SCENE, 1993).

Today, the Antioch – Priest Lake community continues to grow, experiencing significant population growth in the past ten years, including noteworthy growth in minority populations and in families with children. There is still an awareness and need for enhanced transit, whether by bus or rail, for commuting to and from employment centers and Downtown Nashville. Similar to the first church at Antioch, church congregations are leading the redevelopment movement by giving life to former big-box retail spaces. Lastly, despite recent economic challenges, the community still wants to see the Hickory Hollow Mall area regain strength as a service, employment and retail hub of the community.



Rock formations along Bell Road



TN Centennial Train 1897  
Photo: Metro Parks Department



Hickory Hollow Mall 1990s

# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 1 - Planning Fundamentals

### **The Antioch – Priest Lake Community Plan: The Role of the Community in Addressing the Economy, Environment, and Equity Concerns within the Region**

In 1988, the Metro Planning Department began creating “community plans”, looking at growth, development and preservation in fourteen planning communities across the County. As the Middle Tennessee region grew, it became clear that these fourteen planning communities did not grow and change in solitude, instead they grew in concert. As the economic and environmental conditions of one community changed, it had an affect on the economic and environmental conditions of another community; such was the case with the Antioch - Priest Lake Community and adjacent communities. As a result, the Antioch – Priest Lake Community Plan and the remaining thirteen community plans consider regional impacts.

Today, Antioch - Priest Lake is one of the fastest growing communities in Davidson County, but it is adjacent to other rapidly growing counties and cities. As a result, economic successes in other communities affected the economic climate in Antioch-Priest Lake. Further, residents in this area live, work, shop, and recreate across municipal or county borders, thereby creating additional competition in housing, retail, and employment. This requires the Antioch – Priest Lake community to think about its larger role in this new climate and within a growing region.

Similar to how economic and environmental regional impacts are an important consideration in the land use plan, equity in the distribution of resources has also surfaced as a growing issue. The economy, population, and the expansion of communities have created new demands on resources. As residents have flocked to Antioch-Priest Lake, the need for transportation, parks, libraries and other social services has increased. Addressing these and other regional and equity issues means addressing the individual role of each community within the region. For example, some communities play a role in providing affordable housing in urban settings, while others provide estate housing in a rural setting. The forthcoming update to the Nashville – Davidson County’s General Plan will consider such issues in addition to sustainability (a community’s ability to meet the needs of this and future generations). The General Plan update will follow the Antioch – Priest Lake Update; therefore it is only appropriate that the Antioch-Priest Lake discuss these issues as well.

### **Antioch-Priest Lake’s Economic Role in the Region**

Adjacent to Antioch – Priest Lake are Rutherford and Wilson Counties. Within these abutting counties are growing employment and retail centers, which have attracted a growing number of families and homebuyers to these counties and to Antioch-Priest Lake. In Wilson County, the city of Mt. Juliet has expanded its city center with new mixed-use development and master planned residential communities. In Rutherford County, the cities Smyrna and LaVergne are growing with new suburban retail. The city of Murfreesboro continues to grow in size as an educational and employment center around Middle Tennessee State University.

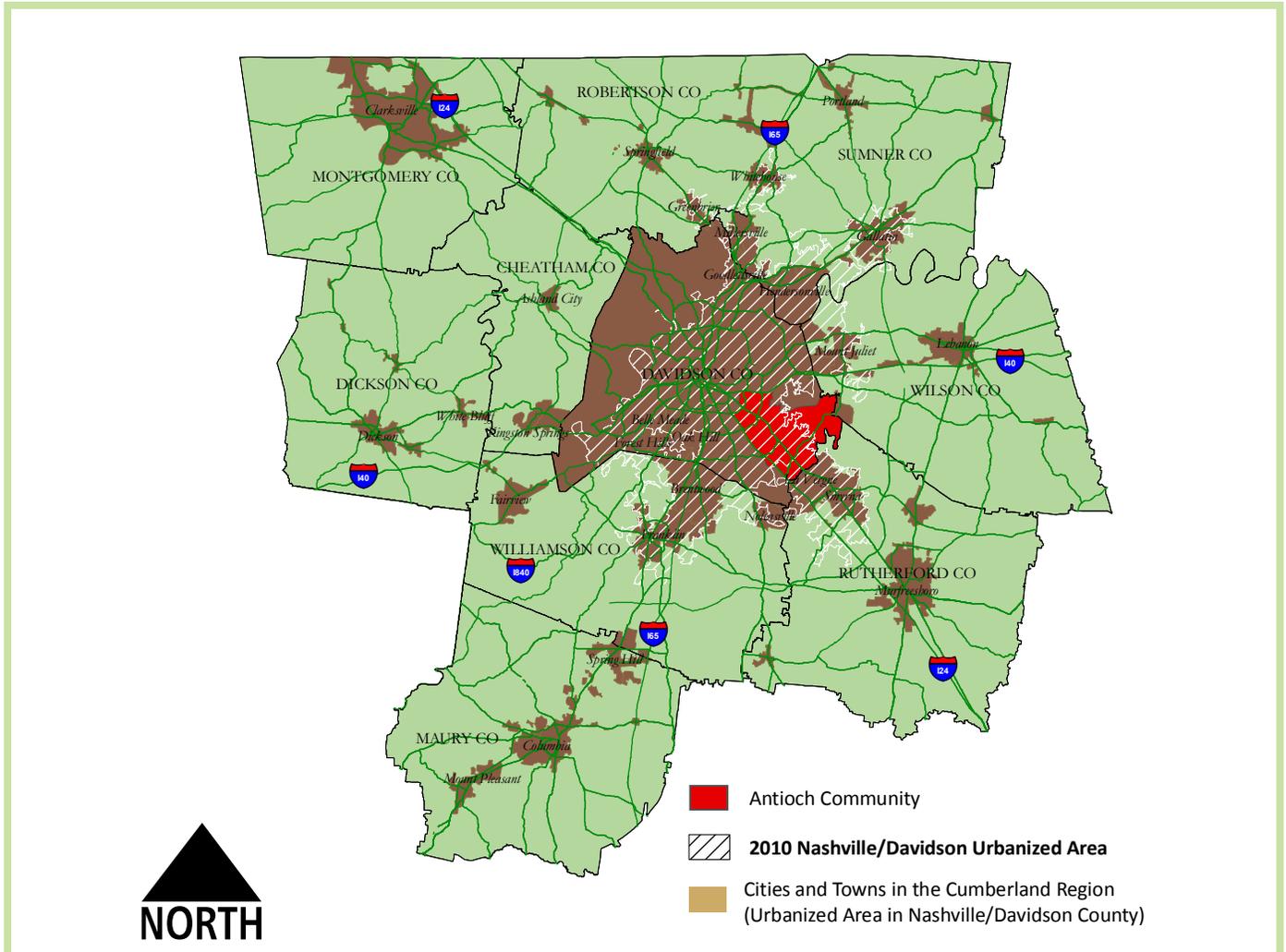
The 2010 Census reported that the “urbanized” area of Nashville now includes not only Nashville/Davidson County itself, but also the urbanized areas in Rutherford and Wilson County. (See Figure 1). As retail, housing, and employment markets continue to grow within the region, Antioch – Priest Lake must find its competitive niche in terms of residential, retail and employment development, and discover ways to complement services provided in outlying counties and cities. To help identify competitive advantages, Antioch – Priest Lake must first understand its current conditions, particularly in the areas of retail, workforce and employment (often drivers of the residential market). The community can then move forward to identify and promote the opportunities it has within the region.

### **Existing Retail Conditions**

Like many traditional malls across the county, the Hickory Hollow Mall was the symbol of economic prosperity for the immediate community. When the mall’s performance struggled, so did the perception of the economic viability of the community. To remove any misperceptions about the economic vitality of the community, it is best to get a clear understanding of the factors that caused the decline of retail in the Antioch – Priest Lake area.

Since the late 1970’s the Hickory Hollow Mall was Antioch-Priest Lake’s primary retail center. It was a regional mall that drew from a primary trade area of 20 miles and a secondary trade area of 40 miles, which reached as far south as the city of Murfreesboro. Over time, however, new retail malls were built and remodeled within the 20 mile trade area.

Figure 1: Nashville - Davidson County US Census 2010 Urbanized Areas



Source: Nashville Area Metropolitan Planning Organization, US Census Data



Commercial along Murfreesboro Pike



Priest Lake Cedar Glade



Nashville Celebration of Cultures  
Photo: Gary Layda

# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 1 - Planning Fundamentals

**Table 1:  
Mall and Town Centers in the Southeast Region:  
Opening and Construction Years**

Mall Property	Construction/ Opening Year	Remodeled Year
Hickory Hollow Mall	1978	1992 and 2002
Cool Springs Galleria Mall	1991	2006
Opry Mills	2000	2012 (Remodeled after the 2010 Flood)
Mt. Juliet – Providence	Prior to 2007	N/A
Murfreesboro – The Avenues	2007	N/A

Since the 1990’s, Cool Springs Galleria Mall (1991) and Opry Mills (2000) developed as traditional indoor malls with unique offerings. Cool Springs located in Williamson County, catered to a different trade area while Opry Mills was a niche product that relied on discount shoppers and tourists; both had minimal effects on Hickory Hollow Mall’s daily traffic. The Avenues in Murfreesboro and Providence Town Center in Mt. Juliet, however, developed as new “town center” developments with an open air, pedestrian oriented design. Both are located within the Hickory Hollow Mall’s 20 mile primary trade area and both had a more noticeable impact on Hickory Hollow Mall’s performance. (See Figure 2) This coupled with the economic recession in the early 2000’s and stagnant income growth in Antioch-Priest Lake caused the mall and surrounding retail to decline. These issues were not unique to Antioch-Priest Lake. Nationally, traditional mall development was becoming less popular and large suburban retailers began to reduce their footprint and inventory. National shopping habits also changed as people turned to online shopping or downsized to conserve money.

What was unique to Antioch – Priest Lake was the change in its demographic base. The 2010 census reported a 23 percent increase in overall population in Antioch – Priest Lake; however there was a 33 percent increase in people ages 18 and younger. This younger segment now comprises 24 percent of the population. With such a large increase in the number of youth in the study area, the number of wage earners remained stagnant. This affected per capita income levels and discretionary

spending, which also affected retail growth in the Antioch – Priest Lake.

### Existing Employment and Workforce Conditions

Employment conditions remained steady in the Antioch – Priest Lake. The 2000 Census reported that 95 percent of the study area’s population was employed; in 2010 that number remained the same, still surpassing Nashville-Davidson County employment numbers by 3 percent. While employment numbers are favorable, community input revealed that most residents travel to other parts of the county for work and that a number of stakeholders travel to adjacent counties for work. (See Figure 3) This anecdotal observation was confirmed by studies that show that in 2000 the average travel time for workers in Antioch-Priest Lake was 24 minutes. In 2009, the majority of workers travel 15 to 29 minutes to work.

Recognizing this trend, stakeholders noted that the Antioch – Priest Lake community plan should encourage additional employment opportunities within the study area. This would assist in bringing wage earners to the area during the daytime, creating a daytime population that could support retail, restaurants and services. This could also reduce transportation cost for Antioch – Priest Lake residents who commute long distances for work.

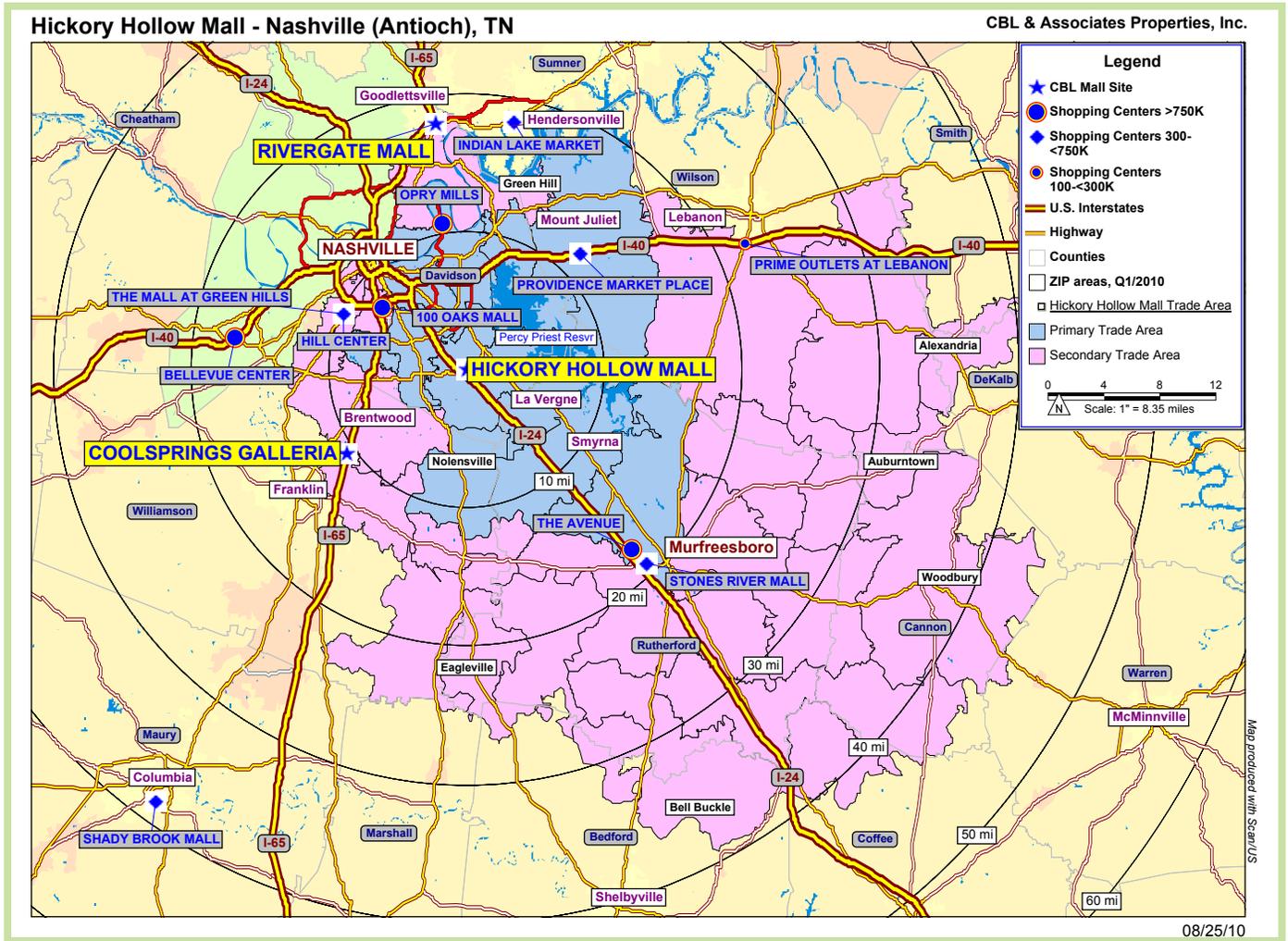
**Table 2:  
2009 Estimated Workers 16+ Travel Time to Work**

2009 Estimated Workers 16+ Travel Time to Work	37013	Nashville-Davidson
Less than 15 minutes	16.87%	23.82%
15 to 29 Minutes	43.54%	46.01%
30 to 44 Minutes	27.98%	21.51%
45 to 59 Minutes	7.83%	4.77%
60 or more Minutes	3.77%	3.89%

Source: Nashville Chamber of Commerce, from D. Sampanis’ The Fall of the Mall: What Can Communities Do?

In 2011, the Chamber of Commerce reported the total number of employees per business in the primary Antioch – Priest Lake zip codes of 37013 and 37217. As of 2011, the average

Figure 2: Hickory Hollow Mall Trade Area



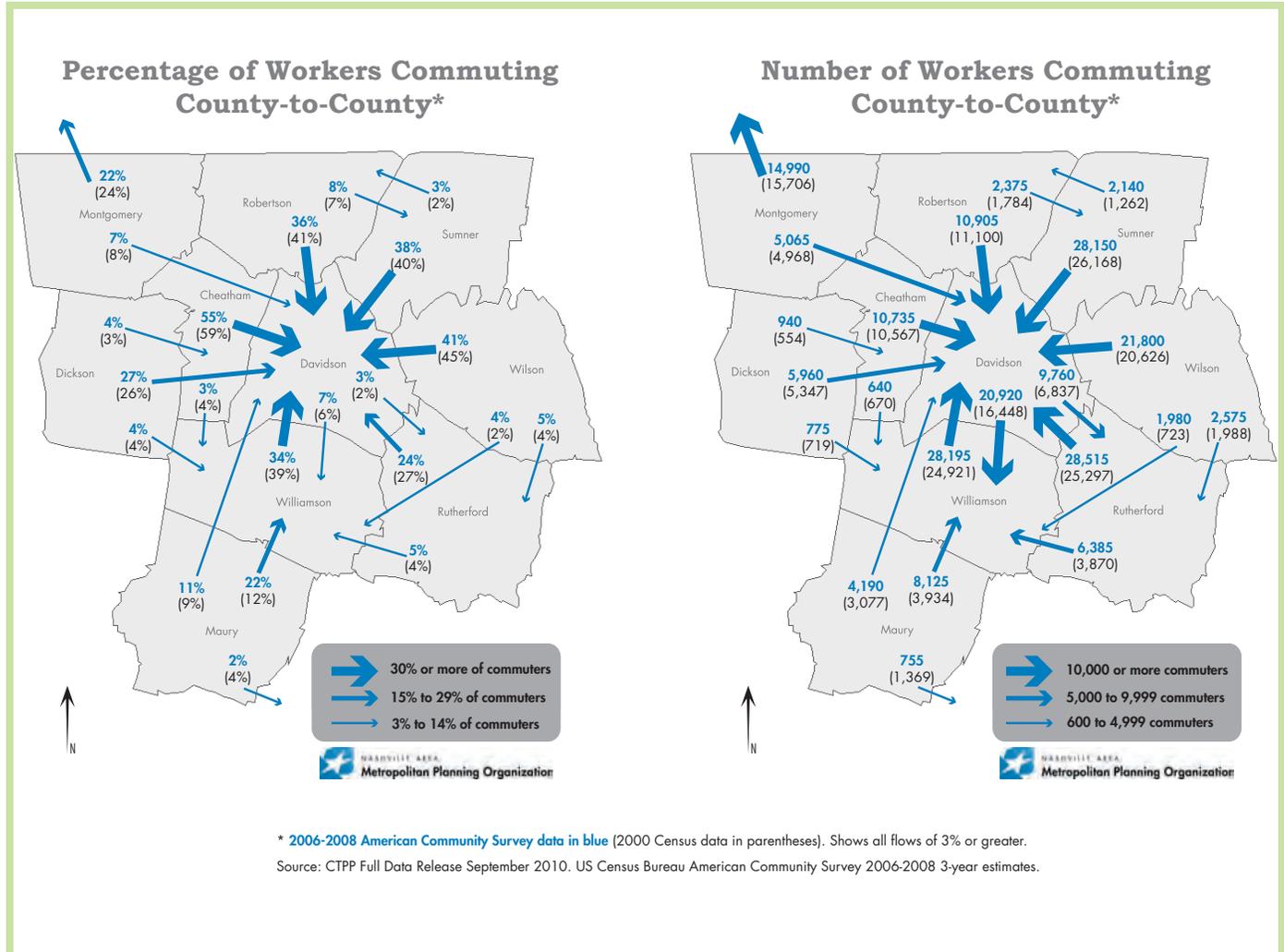
Source: CBL Properties, [www.cblproperties.com](http://www.cblproperties.com)



# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 1 - Planning Fundamentals

Figure 3: Commuting Patterns in the Middle Tennessee Region



Source: Nashville Area Metropolitan Planning Organization, US Census Data



employee size per business was 10 employees; the largest employers in the study area employed between 100 and 320 people. In context, adjacent counties and cities have attracted larger employers with the largest employers hiring from as few as 400 to as many as 3,000 employees.

Wilson County is home to the Nashville Auto Auction (425 employees) and Cracker Barrel (820 employees), as well as Amazon Books distribution center (1,300 employees) in the city of Lebanon. Rutherford County is home to Middle Tennessee State University (2,225 employees), while its cities Smyrna and Lavergne claim the large employers Nissan (3,400 employees) and Bridgestone Tires (900 employees) respectively. Overall, these areas have a diverse job market all within close proximity to Nashville-Davidson County and Antioch- Priest Lake.

Antioch – Priest Lake could however, grow its local job market because of its available workforce. The workforce in Antioch-Priest Lake remains competitive with regards to educational levels and occupation type. The Antioch – Priest Lake community exceeded Davidson County’s educational levels by small margins (most within a range of 3 percent). In Antioch – Priest Lake, 28 percent of the population has high school diplomas, 23 percent has some college, 20 percent has Bachelor’s Degrees, and 7 percent has Associate Degrees.

Unlike other communities where the majority of jobs are blue collar jobs in the service or production/industrial industries, Antioch – Priest Lake could compete for white collar, office and back-office jobs because of its educated workforce. A market study performed for the Antioch-Priest Lake Community Plan by graduate student Demetri Sampanis (with assistance from Nashville Chamber of Commerce data) reported that the majority of workers in the labor force are employed in the categories ‘Sales and Office Services’, ‘Management, Business and Financial Services’, and ‘Production, Transportation, & Material Moving’. More people within the 37013 zip code, Antioch – Priest Lake’s primary zip code, were employed in these areas than in Davidson County as a whole. The category of ‘Professional and Related Occupations’ was also a common employment sector in Antioch-Priest Lake, although the percentage of people working in this sector did not exceed percentages for Davidson County.

In summary, to remain competitive in a regional economy, Antioch – Priest must secure local jobs that appeal to the existing workforce. Local jobs are critical to growing a daytime population that can support additional retail, restaurants and services. Working locally may also improve the quality of life for residents who are currently commuting long distances for work.

### Local and Regional Economic Opportunities

To improve the existing employment and economic conditions, Antioch – Priest Lake could build upon its positive assets and the local and regional opportunities afforded by its location. These assets and opportunities include the community’s diversity, educational and economic attainment, the community’s developable land, and its growing transportation options and proximity to the airport.

Antioch – Priest Lake has grown in size and in diversity. The community is more diverse with larger African – American, Hispanic/Latino and other ethnic group populations that did not exist ten years ago. The community is also slightly younger with a quarter of its population under the age of 18. Diversity opens up a new market and demographic for retail and services. In Fort Worth Texas, developers took a dying mall and rebranded it for the growing Hispanic/Latino population. Similarly, in Crenshaw California, a developer rebranded the dying mall for its African-American clientele. Locally, developers are taking note and embracing a more diverse Antioch-Priest Lake. A Global Market is slated for the former Best Buy property on Hickory Hollow Parkway and is planned to offer food and retail options that reflect the diversity of the community. With a growing youth population, there are opportunities to provide services and activities that cater to youth and their families.

Antioch-Priest Lake is also one of the remaining communities with large stock of developable land. In Antioch – Priest Lake 23 percent of the land is classified as vacant. Of that 23 percent, 16 percent of the vacant land is classified as residential. In Antioch – Priest Lake, 56% of the land is zoned for single and two-family residential. Some of the land is impacted by floodplain, steep slopes, and sink holes, but much of the land is flat and easily accessible. As a result, the Antioch- Priest Lake community had attracted residential development during the housing boom in the late 1990’s and early 2000’s. Between 2003 and 2010 alone, 1,737 residential subdivision lots were created.

Continuing that trend, residential development in Antioch – Priest Lake could serve the county and region. As residential development in the county’s inner-ring neighborhoods continues to demand a higher price point, Antioch – Priest Lake remains a more affordable option for those looking to maximize on land and housing square footage. Also with large tracts of developable land available, more comprehensive residential neighborhoods could be created. A ‘Lenox Village’ type of residential development is, according to participants in the Antioch-Priest Lake Community Plan update, the desired form and mixture of housing. This type of development is also a more competitive product in today’s housing market

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because it appeals to a variety of buyers. Baby boomers, young professionals, and families are all looking for a similar housing product; mixed-housing with less maintenance and access to parks and retail. This product could be included in Antioch-Priest Lake putting the community's housing product on a more competitive edge within the county and region.

With regard to non-residential land available, 4 percent of the vacant land is classified as commercial (1,243 acres) and 2 percent is classified as industrial (761 acres). A significant amount (roughly 325 acres) of the vacant land classified and zoned as industrial is located within the area known as The Crossings south of Hickory Hollow Mall. Planned to function as an industrial park, the northern portion of The Crossings has attracted light manufacturing/warehousing and some retail businesses. In 2012, HCA Healthcare announced its move to the area with a new data center at the southern terminus of Crossing Boulevard. This move set a precedent for other non-industrial and retail uses, which could complement the heavy and industrial uses that are found in the cities of Smyrna and Lavergne in Rutherford County. In a Nashville Post 2012 article tapped four top development professionals to discuss the Middle Tennessee real estate market; The Crossings was mentioned as a "good opportunity" because of its "space and infrastructure". Other employment opportunities exist to the east of the airport, where a comprehensive office park development could benefit from proximity to I40, Murfreesboro Pike and the airport. Accommodating a mixture of office and light manufacturing rather than solely heaving industrial/manufacturing could also appeal to Antioch – Priest Lake's workforce.

Developable land opportunities also exist amongst the study area's vacant retail and commercial properties. The market study performed for the Antioch-Priest Lake Community Plan update found that commercial centers surrounding the Hickory Hollow Mall were facing significant vacancy issues. Two such centers reported a vacancy rate of 16 percent and 24 percent. Other significant vacancies existed on the Hickory Hollow Mall site. However in 2011, the city of Nashville – Davidson County co-invested with Nashville State Community College to reuse the former Dillard's building for a community college satellite campus, and invested solely in a Park/Community Center/Library complex in the former JC Penny building at Hickory Hollow Mall. In other locations, religious institutions have expanded church campuses in vacant store fronts on Murfreesboro Pike and near Hickory Hollow Mall. Even with these investments, Antioch – Priest Lake has a significant inventory of vacant property. Infill development whereby new commercial, residential and office opportunities can benefit from existing infrastructure is an advantage over development of greenfield sites in outlying counties.

Antioch – Priest Lake's transportation system should also be seen as an opportunity. Antioch – Priest Lake is located on Interstate 24, a heavily traveled corridor with more than 140 thousand commuters daily. Interstate 24 provides access to Downtown Nashville, Murfreesboro and further south, to Chattanooga and Atlanta. The Nashville International Airport is located within the study area. The Nashville International Airport is an attractive asset to frequent travelers and businesses that rely on air distribution. The transportation system will also see enhancements in the future. The Murfreesboro Pike Bus Rapid Transit Lite (slated to open in 2013) will provide more frequent bus service from Antioch – Priest Lake/ Hickory Hollow Mall to Downtown Nashville. New BRT Lite bus stations will also provide economic development opportunities. As transit increases in popularity, transit oriented development – housing and commerce focused around a transit station – could create new job and housing opportunities along the Murfreesboro Pike corridor and at the Hickory Hollow Mall site.

### Antioch-Priest Lake's Environmental Role in the Region

Regionalism is very much concerned with the economic conditions of regional cities and municipalities, but it also considers natural systems that interact across municipal borders. The discussion below reviews the state of Antioch-Priest Lake's natural environment and features and how these features are part of larger environmental systems within the region.

Choices about the use of land, water and natural resources may be made by individuals; however, the impacts - both positive and negative - are felt by the entire community and region. Preservation of land for recreational and environmental reasons has positive impacts; recreational lands become economic and tourism assets, while natural systems help maintain balance between the natural and built environment. The mis-use of the region's environmental resources could yield negative impacts; the natural environment can impose unintended harm upon the built environment, and unique habitats and species can be threatened. In any case, impacts can happen with no regard for political boundaries. Therefore communities must use natural resources wisely so that negative impacts are minimized and positive impacts are maximized across the region.

J. Percy Priest Lake and Mill Creek are two significant natural resources within the region. They are also significant assets to the Antioch - Priest Lake Community.

J. Percy Priest Lake is roughly 33,000 acres; 57 percent of the lake is located in Nashville/Davidson County, 42 percent in Rutherford County, and 1 percent in Wilson County. The lake's

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construction was completed in 1967 and was the first Army Corps of Engineers project in the nation created with recreation as one of its authorized purposes. Its other functions include flood control and hydropower production. J. Percy Priest Lake also provides refuge for specific animal and plant species and protects other lands that are environmentally sensitive. Sensitive areas and unique species include areas of cedar glades, exotic and native plant areas, and Patton Cave – the Gray Bat habitat. Long Hunter State Park, a 2,230 acre state park within the Antioch – Priest Lake community, contains a significant amount of protected cedar glades. J. Percy – Priest Lake’s vast majority of land is also designated for wildlife management, enhancement, and education. The Tennessee Wildlife Resources Agency (TWRA) promotes public recreational hunting and fishing on lands licensed from the Corps of Engineers and facilitates many educational and training programs.

As a result, the region has seen positive impacts from J. Percy – Priest Lake. The J. Percy Priest Lake Master Plan noted that in 2007, more than 7 million people visited the lake and its boating and recreational areas, generating \$61 million dollars in revenue. Despite its regional following, many local residents are unaware of its many recreational offerings. To better promote this asset, Antioch – Priest Lake stakeholders should work more closely with the Army Corps of Engineers, J. Percy Priest Lake officials, and perhaps local and state tourism and economic development agencies, to do more educational and promotional campaigns explaining its benefits. This push could benefit the immediate Antioch – Priest Lake community and other communities within the region with residual tourism dollars from J. Percy Priest Lake visitors.

Finally, with regard to being an environmental resource, J. Percy Priest Lake was also an integral part of flood control during the May 2010 flood events. A technical report released by the Army Corps of Engineers after the May 2010 flood, reported that the actions taken at J. Percy Priest Dam during the flood event reduced more severe flooding in Nashville and further downstream of the Cumberland River, and prevented millions of dollars in property damage.

Mill Creek is also a significant environmental resource within the region. Mill Creek is a tributary of the Cumberland River and traverses the Nolensville, Antioch, and Donelson communities. This creek is also home to the Tennessee Crayfish - a unique species common to the state of Tennessee.

Over time, Mill Creek has suffered some negative impacts from various development decisions. This was made most evident in 2010 when Nashville and Davidson County experienced the “500-year” flooding event. Significant flooding around Mill

Creek damaged homes and business, particularly near the Blue Hole Road/Antioch Pike area. While 2010 was a significant rain event where flooding was inevitable, there are mitigation actions and future development decisions that could prevent significant levels of damage in the future.

Utilizing green infrastructure for development in flood prone areas and preserving the floodway and floodplain would protect these natural areas and restore the balance between the natural and built environments. The creation of a greenway system along Mill Creek is one technique of preserving the floodplain and floodway. It also has economic benefits aside from the protection of property during flood events. Regionally, an interconnected Mill Creek greenway could connect the communities of Nolensville, Antioch, and Donelson offering an alternative mode of transportation and a recreational use that could be a unique asset to those communities.

Similar to a greenway, systems that span several communities could benefit an array of people. This is the concept of Regional Equity. Equity amongst cities and regions is more of a concern, especially as governments made tough decisions on services and spending during challenging economic times. Regions must leverage the strengths of each municipality to meet shortfalls in services and amenities. The following section discusses the definition of equity in the region and how the Antioch – Priest Lake community plan responds to its tenants.

### Antioch-Priest Lake and Equity in the Region

Given its location on the county boundary near fast-growing portions of Rutherford and Wilson County, the concept of regional equity is a very relevant topic in Antioch-Priest Lake, because the community is impacted every day by choices made in adjoining counties. Specifically, the community was faced with new competition in housing, jobs, and retail, and while it has provided affordable and attainable housing for the region, it does not have much employment, yet it is burdened by commuter traffic. Meanwhile, as the community has added more and more residents, it has been a struggle to provide needed services such as open space, greenways and schools for a growing population. For these reasons, the issue of regional equity is important in the Antioch-Priest Lake Community Plan.

The Urban Land Institutes (ULI) report on Regional Equity and Land Use Strategies notes that Regional Equity occurs when:

All racial, ethnic, and income groups have opportunities to live and work in all parts of the region, have access to living-wage jobs and are included in the mainstream of regional life.

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All neighborhoods are supported in such a way as to make them vibrant places that offer choices for affordable housing, good schools, access to open space, decent transit that connects people with jobs, and healthy and sustainable environments.

The ULI report also notes that regional equity happens when city leaders work together to implement policies and programs to ensure that housing, infrastructure, and social services are distributed equally. Therefore, while the Antioch-Priest Lake Community Plan cannot greatly impact regional policy, it can react to and plan for equity within existing regional conditions. The discussion below explains how the Antioch – Priest Lake Community Plan’s policies encourages regional equity from within its boundaries.

*All racial, ethnic, and income groups have opportunities to live and work in all parts of the region, have access to living-wage jobs and are included in the mainstream of regional life.*

As stated previously, within the last ten years, Antioch – Priest Lake has seen dramatic increases in African – American and Hispanic/Latino populations, as well as other ethnicities and races. The Antioch – Priest Lake Community is also diverse in age; with a younger population, the study area also has more families or families with a larger number of children. The Antioch – Priest Lake community may be attractive to new residents due to its attainable housing, culturally relevant services, religious institutions and desirable mix of suburban lifestyle in proximity to employment and retail centers.

The Antioch – Priest Lake Community Plan update process has used many unique outreach efforts to ensure that all residents were involved in the process and the ‘mainstream of regional life’. Online outreach efforts, traditional community meetings, and culturally relevant flyers, media, and meetings were used to involve everyone in the planning process conversation. This was successful as people of many different backgrounds were able to contribute an idea or vision that would better their opportunity to live and work in the Antioch – Priest Lake community.

*All neighborhoods are supported in such a way as to make them vibrant places that offer choices for affordable housing, good schools, access to open space, decent transit that connects people with jobs, and healthy and sustainable environments.*

The Antioch–Priest Lake community excels in access to attainable housing and good schools, and a growing transportation system that is providing greater access to jobs. The community wishes to expand upon its assets by adding more “move up” housing, access to local jobs, open space, and healthy and sustainable

environments. The Antioch – Priest Lake community recognizes these strengths and weaknesses through its Neighborhood, District and Employment Center, and Transportation policies.

### Neighborhoods

The Antioch – Priest Lake plan encourages the preservation of housing choices and the affordability of neighborhoods, while encouraging the construction of more move-up housing and neighborhoods with a mixture of housing, amenities and services. The Antioch – Priest Lake neighborhoods are suburban in character, but unlike typical suburban neighborhoods that are homogeneous with regard to building types, Antioch-Priest Lake neighborhoods have a broad mixture. Antioch – Priest Lake neighborhoods include single, two-family, quads, and multi-family residential building types.

The housing is also diverse in character. Housing with rural character can be found in areas near J. Percy Priest Lake, near the Airport, and in older parts of the community where rolling hills and steep topography minimized suburban development. Suburban housing can be found throughout the remainder of the study in various forms; some in more traditional suburban form like the Summerfield neighborhood, or a more walkable design with mixed housing like Nashboro Village. Potential buyers are also able to find older homes with character or modern homes built within the last decade. The challenge is however, offering housing that would be considered move-up housing for growing families and professionals and housing that is located in complete neighborhoods; neighborhoods with access to parks, services, and employment.

To overcome the latter, the “Lenox Village” style of development is referenced throughout the plan as the ideal residential development type for this diverse market. This type of residential development encourages a mixture of housing types at various price points for people at different stages of their life. It offers smaller homes and multi-family for empty nesters and young families, while offering larger footprint homes for growing families. This development type also offers neighborhood amenities such as convenience retail and open spaces throughout the development and within walking distance.

### Employment and Access to Jobs

The Antioch – Priest Lake plan also encourages greater access to regional and local job opportunities. The plan identifies the area known as The Crossings and the area east of the Airport as opportunities for comprehensive mixed-use, office, and light industrial/warehousing development. It also recognizes

the existing office areas near Harding Place and the Nashville International Airport, as well as industrial areas near Antioch Pike and Old Hickory Boulevard near Interchange City. These planned and existing areas offer employment opportunities for residents within the immediate community.

While these opportunities for employment exist, some residents will continue to seek employment outside the community, but within the region. To facilitate travel within the region, the Metropolitan Transit Authority (MTA) provides bus service from Nashville to the city of Murfreesboro. Bus Rapid Transit (BRT) service will be added along Murfreesboro Pike to provide quick and convenient travel for those residents who work in other parts of Davidson County; this BRT Lite service is anticipated to have fewer stops, allowing for quicker travel times. It will travel from Downtown Nashville to the Hickory Hollow Mall. Regular express services are still provided along Interstate 24 and local bus and the on-demand service, Bus Link, provides transportation around the Antioch – Priest Lake community. The plan supports maintaining existing bus service and the enhancement of bus service through BRT Lite by encouraging transit stations near planned and existing employment centers.

### Open Space / Healthy and Sustainable Environments

Access to nearby open space continues to be a challenge for the Antioch – Priest Lake Community. There are over 3,000 acres of existing park land in Antioch – Priest Lake; however, only 18 percent is in actual community and neighborhood parks. The remaining 82 percent is land owned by the Army Corps of Engineers (J. Percy Priest Lake and Long Hunter Park). Percy-Priest Lake and Long Hunter Park meet regional open space needs, but they do not negate the need for community and neighborhood open space.

The lack of community and neighborhood park space is a disadvantage that causes residents to seek open space and recreational resources elsewhere in the county and within the region. During the community plan update process, many stakeholders noted that they travel to nearby communities of Lavergne to utilize their ball fields and community centers. Others requested open space for more recreational and entertainment uses; dog parks, meeting spaces, and spaces for community gatherings were noted as missing from the open space system. To overcome this challenge, the Antioch – Priest Lake plan identifies property for potential open space and encourages the enhancement of existing parks.

The Antioch – Priest Lake plan proposes 641 acres of land as potential open space. These are privately owned lands that could be secured as open space. These Potential Open Space

areas are located primarily south of Bell Road, because this part of the community is the most deficient in open space and park land. While these Potential Open Space areas could be secured in the future, the most significant open space and park addition that is currently underway is the creation of a Regional Park, Community Center, and Library complex located on Bell Road at the Hickory Hollow Mall. This park will be an estimated three acres with a walking track and play fields. At this proposed park location and near existing parks, the Antioch – Priest Lake plan recommends specific improvements for sidewalks, bikeways, and greenways; to make sure that parks are accessible, and to encourage walking and biking in support of healthy lifestyles.

### Antioch - Priest Lake – Sustainable Development and Healthy Living

As discussed in the previous section, a healthy and sustainable community is created by examining the built environment (buildings, streets and other infrastructure, parks), in addition to the natural environment. The Antioch – Priest Lake Community has many elements that make it a healthy and sustainable community - attainable housing, access to regional jobs, and transit that is improving. These elements assist in creating a sustainable community that can last multiple generations. Yet, while these practices help support sustainable development patterns, the Antioch - Priest Lake community still struggles with the built environment's impacts on the health of its individual residents.

Davidson County, like the nation as a whole, struggles with public health concerns including, but not limited to, obesity, hypertension, and diabetes. While personal behavior choices and responsibility are important, they exist within a larger social and environmental context that can often make choosing healthy options easy or difficult. For example, lack of access to healthy foods or negative perceptions of safety within a neighborhood can prevent people from maintaining a healthy diet or taking a leisurely evening stroll - two behaviors that are shown to result in healthier lifestyles.

Considering the social and environmental influences on the spread of chronic illnesses within a population is a more holistic perspective of health. These influences are called health determinants and include the design and structure of the community itself – the very aspects of community that are the focus of the community plan. Focusing on these determinants also brings more focus on disease prevention. To follow from the examples above, increasing access to healthy food increases the likelihood that residents will maintain a healthy diet. Similarly,

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creating safe and attractive places for walking and bicycling increases the likelihood that residents will incorporate physical activity into their daily lives. These and other similar planning principles can help to prevent serious illnesses amongst the Antioch – Priest Lake population.

### **Metro Public Health Department – Communities Putting Prevention to Work**

In 2010, the Metro Public Health Department (MPHD) won a highly competitive Communities Putting Prevention to Work (CPPW) grant administered by the U.S. Department of Health and Human Services. The goal of CPPW Nashville was to increase the likelihood of people eating healthy foods and getting enough physical activity, leading to better overall health. The grant facilitated collaboration between city and community partners to ensure equitable opportunities for healthy living regardless of income, race or ethnic background. Under the CPPW grant, MPHD developed specific strategies to create the policy, systems, and environmental changes needed to achieve its goals. The Antioch - Priest Lake Community Plan and its community character policies align with several of these CPPW strategies.

The policies of the Antioch-Priest Lake Community Plan cannot guarantee better health outcomes because social and economic factors that exist beyond the scope of the plan also have bearing on the individual behaviors that ultimately lead to a community's health status. However, this Community Plan Update will help address public health issues in Antioch - Priest Lake by implementing policies that reduce barriers to healthy behavior choices and increase access to healthy places. And while the CPPW grant period has ended, its goals are still relevant in addressing the built environment and the health of a community. A discussion of how the CPPW's goals and the Community Plan's policies align is below.

*CPPW Strategies Concerning Access to Healthy Food - The CPPW strategies address access to healthy food through ensuring healthy corner stores, creation of programs and policies that would lead to better food environments (including healthy food for youth) and supporting community gardens.*

Unlike some urban neighborhoods, the Antioch – Priest Lake community does not suffer from the issue of Food Deserts. The definition of a Food Desert does include proximity to fresh foods and grocery stores, but is also defined by certain socio-economic conditions. The Community Food Advocates' report From Charity to Justice: Building a healthy and equitable food system through faith and community action, defines a food

desert as also being in areas where there is a high concentration of poverty, low vehicle ownership, and high concentrations of single parent, female-headed households. The Antioch – Priest Lake Community does not face these same demographics and therefore is not thought to be a Food Desert.

The Antioch - Priest Lake Community Plan however, does still encourage actions and development that would increase access to healthy food; the Community Plan encourages enhancement of the food system in the community. Community gardens, corner stores, and typical big-box grocery stores would be allowed in many of the community's mixed use community, neighborhood center, and corridor policy areas. Community centers and corridors can be accessed by car, walking, or by transit, an important amenity for residents who do not have personal vehicles, but need access to grocery stores. These areas are typically more intense retail areas where large grocery development would be appropriate. Neighborhood centers are embedded within the neighborhood and are envisioned to be walk-to locations for daily convenience needs and shopping. Therefore smaller footprint corner stores would be a likely fit in these locations.

The Antioch - Priest Lake Community Plan also directly addresses access to these areas and potential grocery store sites by promoting coordinated bike, pedestrian and transit facilities in these areas. The transportation plan also discusses transit and supports existing bus routes and systems such as bus rapid transit (BRT) and Bus Link; both will help increase the frequency of transit in the area, making it easier to access grocery stores and healthy food options.

The Antioch - Priest Lake Open Space Plan component also promotes community gardens as a way to provide healthy food within individual Antioch - Priest Lake neighborhoods that desire more local and organic options.

*CPPW Strategies Concerning Bikeways, Open Space and Public Transportation - The CPPW strategies address bicycling as a method of transportation, creating easy access to open space through directional signage, as well as promoting public transportation as a viable option for travel.*

During the Antioch - Priest Lake Community Plan Update, stakeholders expressed concern with the incomplete sidewalk network in heavily traveled areas, the lack of low risk bike facilities for less experienced cyclists, and the lack of access to open space. Therefore, the Antioch - Priest Lake Community Plan's Transportation and Open Space components identify sidewalks priority's in heavily traveled areas, neighborhood bike loops for low risk bicyclists, and strategic connections to

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the area's parks and its most prominent open space - J. Percy Priest Lake.

The Antioch – Priest Lake Community Plan recommends sidewalk connections near the Hickory Hollow Mall. The forthcoming Nashville State Community College, the Metro Nashville Park, Community Center, and Library complex, and the Murfreesboro Pike BRT Lite bus route warrant a complete sidewalk network in this area. Other sidewalk priorities are recommended near the Metro Schools on Hobson Pike, and Anderson Road near Smith Springs Road. In the latter two locations, wide shoulders would be appropriate for bike lanes, which could, as a temporary measure, serve as a safe walking (multi-use) path in areas where sidewalks cannot be constructed immediately.

With regard to bikeways, the Antioch – Priest Lake Community Plan provides bikeways recommendations for high and low risk bicyclists. Bike lanes and routes are recommended along major corridors where riders may be comfortable riding in a dedicated bike lane near higher speed traffic. In other areas, neighborhood bike routes were identified on local streets with low traffic speeds, to attract low risk bicyclists. These routes connect neighborhood centers, schools, and parks. In all cases, these routes connect to transit routes throughout the Antioch – Priest Lake community.

The Antioch - Priest Lake Community is fortunate to have the Mill Creek greenway trail at Antioch Park and the Stone's River Greenway at the J. Percy Priest Dam (which it shares with the adjacent Donelson/Hermitage/Old Hickory community). The Antioch–Priest Lake Community Plan encourages the completion of the Mill Creek Greenway from Antioch Park to Ezell Park and identifies this as a greenway priority. With additional sidewalk connections and strategic trail heads, the Mill Creek Greenway can become more accessible to the neighborhoods around it.

The Stone's River Greenway, on the other hand, is a regional asset that, unfortunately, is solely a drive-to destination for many residents. Just recently a bike lane was completed on Bell Road, from Smith Springs Road to Pleasant Hill Road near J. Percy Priest Dam; this is most direct route to J. Percy Priest Lake and the Stones River Greenway by bike, but it is a high risk riding facility. Therefore, the Antioch – Priest Lake Community Plan recommends bike lanes, sidewalks, and multi-use trails in the Anderson Road / Smith Springs Road area to provide greater access to J. Percy Priest Lake, specifically the Anderson Road/ Smith Springs Road Public Use Areas. There are other public access areas along Bell Road, which are now more accessible because of the bike lane; however, stakeholders noted that the areas are not easy to locate. Therefore the plan recommends areas where additional directional signage should be provided

to guide people to those areas.

*Additional CPPW Strategies - The CPPW strategies also address safety issues that may prohibit physical activity such as stray dogs and panhandling.*

The Antioch – Priest Lake community members mentioned general crime and perception of crime as issues of concern. Crime and the perception of crime have kept stakeholders from visiting areas near Hickory Hollow Mall, and have caused concern for some residential neighborhoods. The Metropolitan Nashville Police Department (MNPd) is the primary agency working to address serious safety issues in the Antioch – Priest Lake Community. The Antioch – Priest Lake Community Plan encourages safety by encouraging site design and building design elements that increase safety. For example, residential units facing streets and parks to create “eyes-on-street”, promoting mixed use areas where there is a sense of “24 hour” activity, and creating well-connected streets and neighborhoods to reduce dead-end streets and isolated homes. These and other planning concepts help to create a community that is safe and therefore encourages more physical activity.

### Foundations of the Antioch-Priest Lake Community Plan

There are several foundational documents and concepts that inform the creation of the Antioch-Priest Lake Community Plan. They are described in greater detail below.

#### Concept 2010: A General Plan for Nashville and Davidson County

State law (TCA 13-3-301 through 304 and TCA 13-4-201 through 203) charges municipal governments with creating a general plan to guide future development decisions. Concept 2010: A General Plan for Nashville and Davidson County (“the General Plan” or “Concept 2010”) is Nashville and Davidson County’s general plan, adopted by the Metro Planning Commission in 1992.\* The General Plan is not a single document, but a group of related documents. Concept 2010 establishes the general philosophy and vision for the future growth and development in the County. Concept 2010 contains broad, long-term, foundational countywide policies to guide the more detailed planning conducted for each community.

In addition to Concept 2010, the General Plan includes fourteen community plans (formerly called “subarea plans”) and several functional plans that provide in-depth study of specific topics.

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The functional plans, developed by Planning Department staff and/or in conjunction with other Metropolitan Government departments, include plans for transportation, economic development, historic preservation, parks and recreation, and housing. The community plans and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently than the General Plan.

The authors of Concept 2010 thoughtfully chose to structure the General Plan to ensure that the plan would be a timely, relevant, meaningful guide rather than a static document. As the document states, "Rather than formatting a plan in one document that might remain static for twenty or even thirty years, this Commission has chosen a general plan consisting of a twenty year overview, which is the guiding document, and various functional plans, locational or subarea plans and various implementation tools that would be reviewed on a more frequent basis." The Antioch-Priest Lake Community Plan is one of fourteen community plans, updated every seven to ten years that are designed to guide public and private development decisions to create the community envisioned by community stakeholders.

\* The update to the General Plan Concept 2010 was underway during the time that the 2012 update to the Antioch – Priest Lake Plan was created and adopted.

### The Transect

The Transect is the central organizing tool of the Community Character Policies, which are the main product of the Antioch-Priest Lake Community Plan. The Transect is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect Category within which they are located. The Transect argues that there is room in Nashville and Davidson County for rural, suburban and urban communities, the key is making sure that each of these communities is distinctive and not identical.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

- T1 Natural
- T2 Rural
- T3 Suburban
- T4 Urban
- T5 Center
- T6 Downtown
- D District

The Transect system is used to ensure diversity of development in Davidson County. The Transect system discourages homogeneous development. Instead, it recognizes that neighborhoods like those found in the Antioch-Priest Lake Community are suburban and should be encouraged to remain that way. While different Transect categories can sit side-by-side, it is crucial that within each Transect category, each element of development should be harmonious with that category. The Transect recognizes the differences, values the differences, and helps to ensure appropriate development occurs in Antioch-Priest Lake neighborhoods.

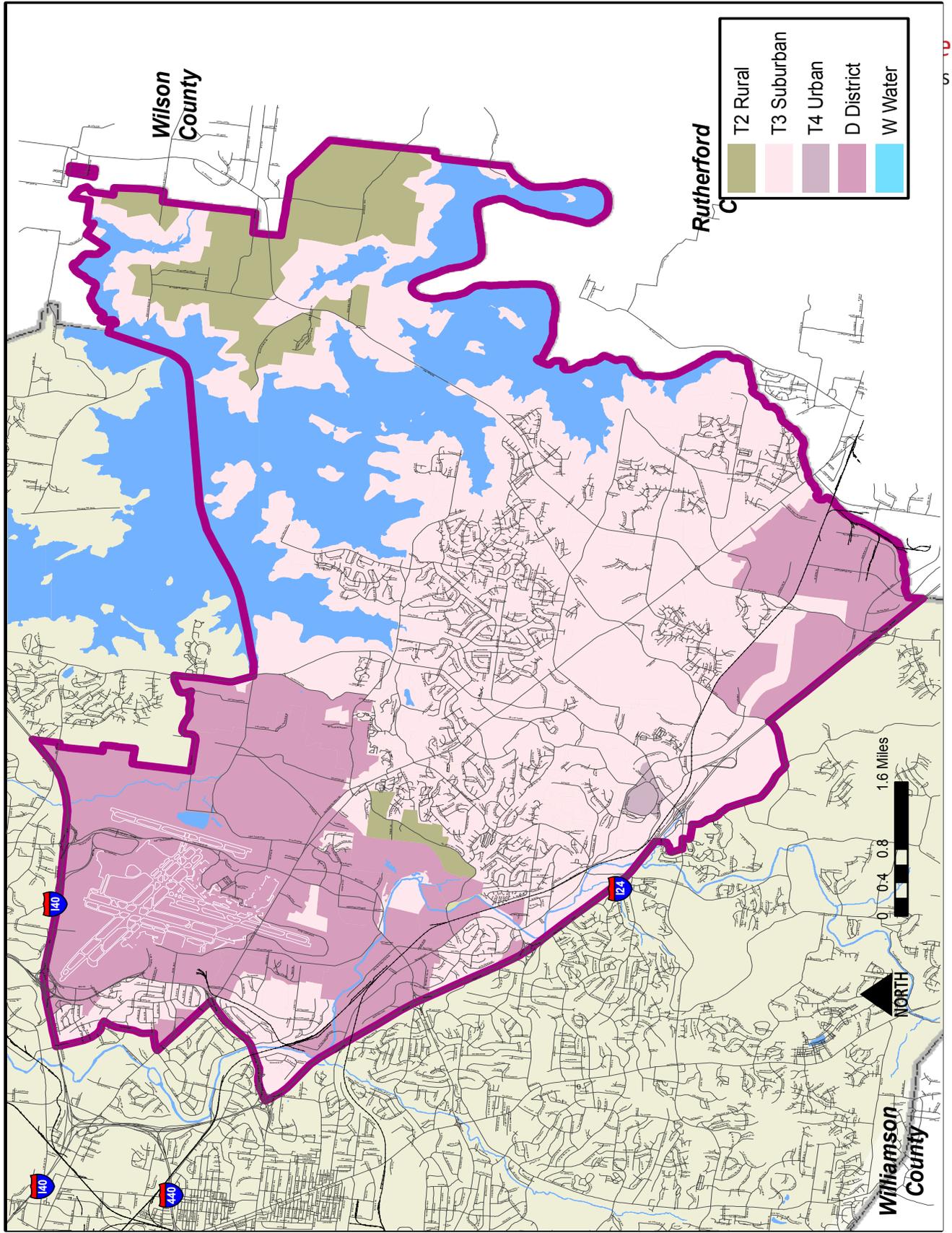
Antioch-Priest Lake contains Rural, Suburban, and Urban Transect areas. The character of each of these areas was then refined by determining which community elements were present (see discussion below) and what Community Character Policies should be applied to each area. Figure 4 shows the Antioch-Priest Lake Community Transect.

### The Antioch-Priest Lake Transect

T2 Rural Transect Areas are sparsely developed with agricultural and low density residential as the primary uses, complemented by limited, low intensity commercial uses. The Rural Transect Category provides residents with the choice of seclusion within the natural and rural countryside. Unlike small rural towns in outlying counties, Rural Areas in Davidson County exist in close proximity to Suburban and even Urban Areas. The proximity to more intensely developed areas offers easy access to retail and services. Within Rural Areas, however, residential and agricultural buildings are sparsely located and are scattered across the landscape in a pattern that honors environmental features and agricultural uses and does not create a dense road network. Residential buildings are often irregular in their orientation to the rural road with deep and varying setbacks. Building footprints are small in relation to their lot size. They are often placed on large contiguous acres of land, resulting in wide spacing between buildings. Historically, some groupings of homes have clustered in small "hamlets" where residential buildings may be more regularly spaced, sitting closer to the road and oriented to the road. Two areas in Antioch-Priest Lake fall under the Rural Transect Category. They include the frontage of Franklin Limestone Road, and the area east of J. Percy Priest Lake around Long Hunter State Park.

T3 Suburban Transect areas have a mixture of uses, including residential, civic and public benefit, and mixed uses, that are generally separated from one another, with residential as the predominant use. Building patterns vary, but Suburban Transect areas are generally characterized by moderate to deep setbacks and side yards, curvilinear streets, and less formal

Figure 4: Antioch - Priest Lake Transect



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landscaping. Residential building types include single- and two-family structures as well multifamily structures. Most of the neighborhoods and commercial areas in the Antioch-Priest Lake Community are considered Suburban Transect areas.

T4 Urban Transect areas also have a mixture of uses – residential, civic and public benefit, commercial and office – but these are more likely to be found in closer proximity or even mixed together. Mixed use and commercial buildings are characterized by shallow setbacks where buildings may be built to the back edge of sidewalks. Residential buildings generally have shallow setbacks and spacing. Streets are linear with a higher level of connectivity, and landscaping is more formal with street trees and other formal plantings. Urban Transect areas generally contain a greater mixture of housing as well. Single- and two-family homes may be located in close proximity to multifamily and are ideally building types are mixed creating a cohesive development pattern. In Antioch-Priest Lake, there is one Urban Transect area, which is the site of the former Hickory Hollow Mall. This site is being redeveloped with a new mixture of activities. The envisioned form of the redeveloped site is an urban mixed use town center.

District Transect areas are for singular uses that may interact differently from their surroundings; they may need to be isolated from surrounding uses (such as industrial use), or may need to engage with surrounding uses (such as universities or office parks), while still recognizing the difference in use and built form. District Transect areas in Antioch Priest-Lake include Impact, Industrial, Employment Center, and Office Concentration areas. As an example of the unique situation of Districts, Industrial Districts may need special isolation of buffering so as to not be a nuisance to residential areas. Industrial Districts in Antioch-Priest Lake include two areas, one south of the airport and one near the Rutherford County line. Office Districts are found near the Airport, as is one of the two Employment Centers. The second Employment Center is considered the southern portion of The Crossings, south of Old Franklin Road and north of Old Hickory Boulevard.

A detailed description of each Transect category is contained in the Community Character Manual, which is a dictionary of all of the Community Character Policies that are applied to property through the community plan update process (see a more detailed description of the document below). Understanding the Transect, how it is applied, and the character that it establishes, creates consistency in development in Nashville and Davidson County. The policies and regulations that govern land development in Nashville and Davidson County should promote development that is consistent within each Transect category. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are

appropriate) all the way down to the specific regulations that implement the policies (for example, how building setbacks should look in different Transect categories).

### The Community Elements

The Transect describes the built environment from the most natural and rural areas to the most urban areas across a region. The “built environment” that the Transect describes is comprised of four basic Community Elements – Open Space, Neighborhoods, Centers and Corridors. Each of these Community Elements is found within most of the Transect Categories, but the scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located. For example, a Center in the Rural Transect Category may consist of two storefronts at a rural intersection, a Center in the Urban Transect Category may be an entire block or more of shops, offices and residences built to the sidewalk.

Ideally, each area in the Antioch-Priest Lake Community would have convenient access to all four Community Elements. Every Neighborhood would have access to Open Space and Centers and/or Corridors where residents could work, shop or visit. In the Antioch-Priest Lake Community Plan, where a community element does not exist, the policy encourages its incorporation into the fabric of the community or the creation of the Community Element in nearby proximity.

### The Antioch-Priest Lake Community Elements

Open space is the least developed Community Element in each Transect Category. In many instances, open space preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community. Open space can take many different forms within a Transect Category, but requires planning in order to create a space that is truly beneficial to its users. In Natural and Rural settings, open space is generally passive, utilizing the natural vegetation as its landscape with few if any additional amenities. In Suburban and Urban settings, open space becomes more formal to accommodate active recreational uses, with passive uses appearing in the form of plazas, courtyards, lawns and squares. As described in the Nashville and Davidson County Metropolitan Parks and Greenways Master Plan, open spaces do not exist in isolation and should be designed to reflect the needs and context of the surrounding neighborhood and community.

In Antioch-Priest Lake, examples of open space range from the Army Corps of Engineers property around J. J. Percy Priest Lake to smaller neighborhood parks like Ezell Park and the

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new Southeast Park. The open space may also exist as part of a public benefit uses, such as open space with a school, community center, or library. Antioch-Priest Lake also has many small family cemeteries. Some of their locations are known and others are not. When on a separate parcel, these cemeteries are mapped as open space. See Chapter IV: Open Space Plan, for recommendations regarding open space in Antioch-Priest Lake.

Neighborhoods are the backbone of the larger community, providing a diversity of housing for residents at every point in their lives. The Antioch-Priest Lake Community Plan encourages a carefully integrated, well-designed mixture of housing types and densities. To strike balance between providing diversity in housing and maintaining the existing or envisioned character of the neighborhood, several factors are considered including building type and location, and the building's size, placement, and orientation. Neighborhoods in Antioch-Priest Lake are very diverse in terms of housing type mixture. This applies to established neighborhoods as well as those still under development. The Community Character Policies generally place neighborhoods in one of two categories – “maintenance neighborhoods,” which indicates that the neighborhood is not anticipated to change significantly within the planning period of seven to ten years and “evolving neighborhoods,” which indicates that the neighborhood or undeveloped land is likely to experience significant change over the planning period. In the Antioch-Priest Lake Community, Nashboro Village, Patricia Heights, and Edge O’Lake are examples of Maintenance Neighborhoods. Several Evolving Neighborhoods are found south of Hobson Pike.

Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public benefit uses such as schools, churches and post offices, employment and, in some cases, residential options as well. Centers vary in form, character and intensity across the Transect. In Rural settings, centers are encouraged to be smaller main street areas and village centers where the intensity and scale are smaller to complement the rural character. In Suburban and Urban areas, centers become larger concentrated areas of commercial, residential, employment, entertainment, and civic/public benefit uses that may serve the immediate neighborhood or the larger community.

In Antioch-Priest Lake, centers range from small-scale neighborhood centers to the moderately-sized community centers like the ones at several major intersections along Murfreesboro Pike, such as Una Antioch Pike and Bell Road. To be sustainable, centers are encouraged to be mixed use and accessible to pedestrians, cyclists, transit and vehicles. The

Antioch-Priest Lake Community Plan encourages the centers to develop into walkable, mixed use areas of activity at scale appropriate to their service area and to the character of development surrounding them.

Corridors link neighborhoods, communities and the region. The scale and character of the corridor can vary depending on its use and location in a particular Transect Category – Rural, Suburban and Urban. Corridors are intended to be designed and to function differently depending on the Transect Category through which they pass.

As corridors pass through Transect Categories from a more natural setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. Corridors often act as throughways and destinations, moving people to and from the outer areas of the region into more densely populated urban areas and offering access to some mixed use centers along the way. Land uses adjoining these corridors include from residential and mixed use.

### How to use the Antioch-Priest Lake Community Plan

Community Character Manual, Community Character Policies and Special Policies

The Community Character Manual (CCM) is a functional plan component of Nashville’s Concept 2010: A General Plan for Nashville and Davidson County. Adopted by the Planning Commission in 2008, the CCM has three main functions: to explain and institute the Community Character Policies that will be applied in each Community Plan; to provide direction for the creation of implementation tools such as zoning; and to help shape the form and character of open space, neighborhoods, centers, corridors and districts within communities. The Antioch-Priest Lake Community Plan is the fifth community plan to utilize the Community Character Policies in the CCM.

The CCM is the dictionary of Community Character Policies that are applied to land in the Antioch-Priest Lake Community. The CCM organizes the policies first by Transect Category then by Community Element as discussed above. The Antioch-Priest Lake Community Plan is structured in this way as well. For example, all Suburban Community Character Policies are found in one section in Chapter II; they are discussed starting with Open Space, then Neighborhoods, Centers, and finally Corridors.

The following is the step by step process of how to read and understand which Community Character Policies apply to any given area in Antioch-Priest Lake.

## 1. Look at the Antioch-Priest Lake Community Character Policy Map to determine what the policy is for your area of interest.

The Antioch-Priest Lake Community Plan includes several maps. The Transect Map shows the first assessment of the envisioned character of the Antioch-Priest Lake Community, determining which areas will be rural, suburban, urban, and districts. The Transect Map is translated into the Concept Plan found in Chapter II. The Concept Plan reveals many of the ideas that the community has about its future growth, development and preservation.

The Concept Plan is translated into a Community Character Policy Map, found in Chapter II, where the vision for the community is enacted through Community Character Policies. When using the Antioch-Priest Lake Community Character Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of – the Community Character Policies and their symbols, Community Character Policy Areas (their numbers and Special Policies), and Infill Areas.

### Community Character Policy Symbolology –

Community Character Policies are applied to all of the land in Antioch-Priest Lake. Each Community Character Policy has a unique symbol that is a combination of a color and a pattern. The color indicates the Transect Category and the pattern indicates the Community Character Policy. For example, all Suburban Transect areas are denoted by a pink base color. The various Community Character Policies have different patterns layered on the base color to create each unique symbol. See Figure 5.

### Community Character Policy Areas Numbering –

Because different areas can have the same Community Character Policy, but still have different character, the community character policies are further identified by areas and are called Community Character Policy (CCP) Areas. The CCP areas have policy boundaries that are identified by the development patterns (lot sizes, spacing of homes, in some instances density and intensity, and zoning), and unique features in the area. To further identify these areas, a CCP Area Number is assigned to them and is subsequently mapped on the Antioch-Priest Lake Community Character Policy Plan Map as shown in Figure 6.

Figure 5: Symbolology for CCM Policy Categories

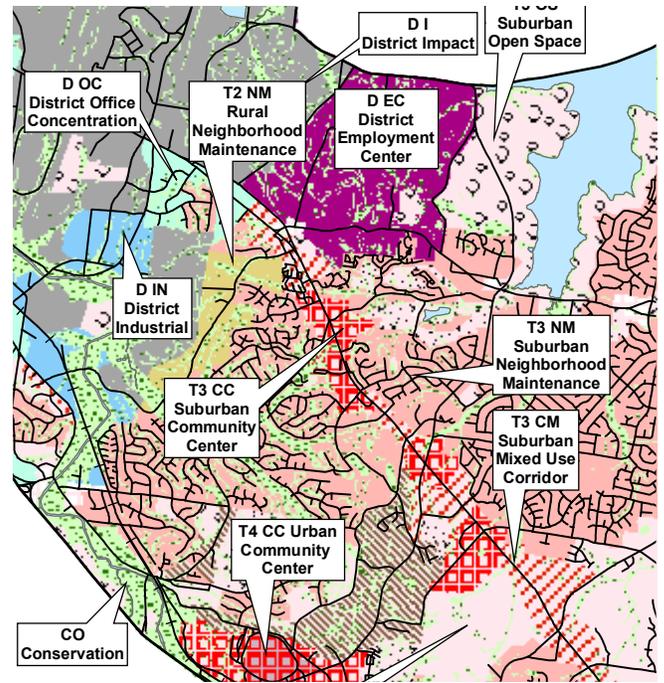
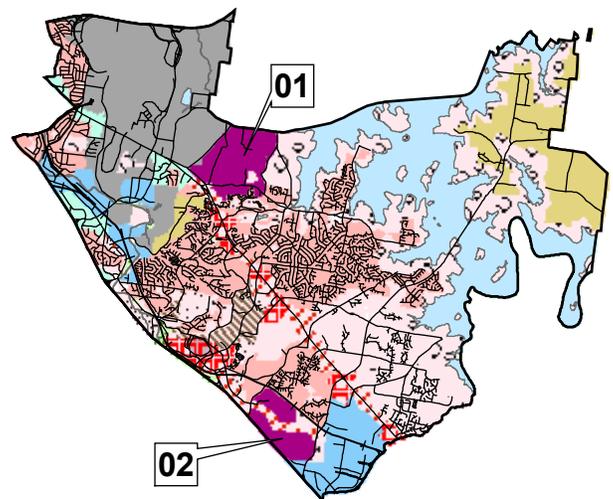


Figure 6: Similar Policy Areas with Different Numbers



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The CCP Area Number is displayed as: 13-T3-NE-01. The 13 identifies the community planning area. The Antioch-Priest Lake Community is Subarea 13. The T3 identifies the Transect Category. In this case the Transect Category is T3 Suburban. The NE identifies the Community Character Policy. In this case the Community Character Policy is Neighborhood Evolving. Finally, the 01 identifies the Community Character Policy area. In this case, it is Area 1. See Figure 7.

Note that there may be areas with the same Community Character Policies applied in different neighborhoods or areas that are non-contiguous, but because the character is the same, their CCP Area Numbers are the same. See Figure 8.

## 2. Read the Community Character Policy in the CCM

After looking at the Community Character Policy Map and determining which Community Character Policy is applied to the area that interests you, next turn to the Community Character Manual to read more about that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types.

Third, read the Antioch-Priest Lake Community Plan to determine if there are any Special Policies for the area, including Infill Areas

Within some Community Character Policy areas there are unique features that were identified during the community planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each community plan. The Special Policies may provide additional specificity to the broad language in CCM or it may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the separate CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Antioch-Priest Lake Community Plan for any Special Policies that discuss unique conditions that may exist. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area. Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the special policies in the text. The Community Character Policy Plan and Special Policies are found in Chapter II.

Some Neighborhood Maintenance Community Character

Figure 7: Community Character Policy Number

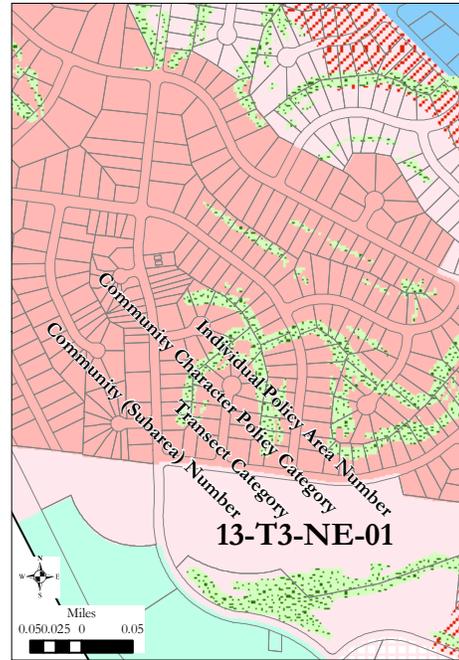
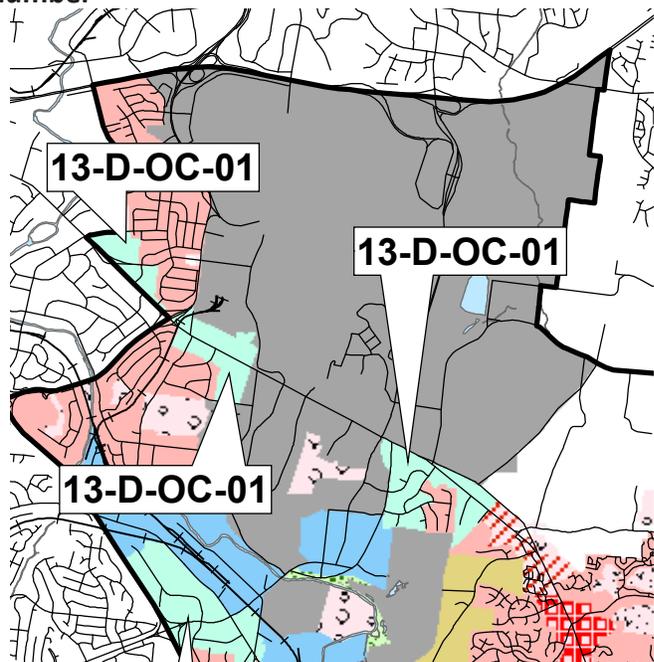


Figure 8: Non-contiguous areas with the same policy number



Policy areas also have infill areas, which are denoted on the Community Character Policy Map with purple dashed lines. Infill areas are those that are underutilized or under-developed properties in mostly developed areas that may redevelop over the next seven to ten years and would be an appropriate location for more intense infill development. The infill areas are highlighted so that the Antioch-Priest Lake Community Plan can provide guidance on how the properties should develop.

A small map is included at the beginning of the section for each Community Character Policy category in Chapter II. It highlights the community character policy for that section.

### 3. Read the “General Principles” in the CCM for additional guidance on specific development and preservation topics.

In addition to the Community Character Policy and special policies unique to the area, users are encouraged to review the “General Principles” at the beginning of the CCM, where topics such as historically significant properties, transitions between Community Character Policies, healthy communities, and stormwater are addressed.

The CCM provides general principles and is where the Community Character Policies contained in the Antioch-Priest Lake Community Plan are defined, but with generalities for flexibility in the use of the policies. The Antioch-Priest Lake Community Plan is where the Community Character Policies are applied and where generalities are made more specific through the use of special policies. The Community Character Policies and special policies should be used in the creation of development proposals and neighborhood, center, corridor and community planning efforts.

#### Community Character Policies Influence Future Development

The Antioch-Priest Lake Community Plan is a policy document. Unlike zoning, it is not regulatory. The Plan does not alter the existing zoning on properties, nor does it initiate the taking of property. Rather, the Antioch-Priest Lake Community Plan is used to guide Metro Planning Department staff recommendations to the Metro Planning Commission and Metro Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property. When a

zone change application is filed, Metro Planning staff refers to the Community Plan to make its recommendation on whether the Commission and Council should support or reject the zone change request. Zone change proposals are encouraged to follow the guidance of the Antioch-Priest Lake Community Plan. The Plan also guides decisions on Metro’s Capital Improvements Budget and Program and decisions regarding surplus properties. The Plan guides subdivision decisions to a lesser degree.

The Community Plan can set the stage for individual property owners or groups of owners to change their zoning to fully realize the future vision. The Community Plan is the first step toward developing an Urban Design Overlay (UDO) or to rezone an area to a Specific Plan District (SP).

The UDO is an additional layer of zoning that overlays base zoning and allows for additional urban design regulations. The SP is a base zoning district where the rules of development are created to be more specific to the proposed development or to achieve a specific vision. Both tools are used to achieve more specific, higher design standards than traditional base zoning would allow and both are required to follow the Community Plan.

The UDO and the SP are a next step from the Community Plan if the community wishes to fully implement its vision. While the Community Plan applies the more specific policy guidance, which guides decisions on future zone change and subdivision requests, the UDO and the SP actually change zoning and have regulatory effect. After a UDO or SP is adopted at Council, any final development construction plans submitted for approval of development within the UDO or the SP must be reviewed to ensure that they follow the standards stipulated in the UDO or the SP.

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## **CHAPTER II: ENVISIONED ANTIOCH – PRIEST LAKE COMMUNITY CHARACTER**

### **Introduction - Envisioned Character**

This chapter begins with the Concept Plan and Vision Statement for the Antioch – Priest Lake Community. The Concept Plan is a broad graphic representation of the community’s vision for future growth and preservation, blended with sound planning principles, and outlines the appropriate location of particular land uses and community character. The Vision Statement and Concept Plan are accompanied by the Development Goals which provide additional details regarding each of the systems that support the proposed land uses. The chapter concludes with the Community Character Policy Plan, a map and text that complement and build upon the policy guidance found in the Community Character Manual (CCM). This also includes any Special Policies uniquely tailored for the Antioch – Priest Lake Community.

### **The Antioch - Priest Lake Concept Plan**

The concept plan (shown in Figure 9) is a visual representation of the Antioch - Priest Lake community’s vision for community preservation and enhancement. The concept plan illustrates concepts that either preserve, create, or enhance important community features. The concept plan illustrates the community’s desire to preserve existing neighborhoods and environmental features, create opportunities for employment and housing, and enhance retail and mixed use areas.

The Antioch-Priest Lake community expressed the desire to preserve parks and open space, as well as environmental features. Some of those public parks and open space areas are shown on the concept plan in dark green. The most significant environmental features are the floodprone areas associated with Mill Creek; they are highlighted in orange and are noted as areas that should be preserved. The community also expressed interest in creating more access to J. Percy Priest Lake both visually and physically. New connections could be provided through preserved open space areas via greenways; these are depicted by arrows along the boundary of J. Percy Priest Lake.

Residential areas throughout the Antioch - Priest Lake community are generally suburban or rural in character. Suburban and rural neighborhoods can be considered maintenance neighborhoods or neighborhoods that are evolving. Maintenance neighborhoods focus on preserving existing character with minor enhancements overtime, while evolving neighborhoods are areas where new character can be established in the form of new residential development often with more diverse housing types. On the concept plan suburban maintenance areas are shown in light-brown while rural maintenance areas are depicted in light-green. All evolving neighborhood areas have a suburban character and these areas are shown in yellow.

The Antioch – Priest Lake stakeholders also placed emphasis on creating and enhancing retail centers and providing opportunities for employment. While many retail centers



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exist along corridors and in neighborhoods, stakeholders focused their attention on improving the Hickory Hollow Mall site and surrounding areas on Bell Road. Stakeholders expressed the desire for mixed-use development in a “town center” form on the Mall site with retail that meets the community’s needs. On the concept plan these areas are shown in purple and are highlighted with a white dashed circle.

In addition to retail and services, Antioch - Priest Lake Stakeholders also expressed the need to create more employment opportunities. Therefore, the concept plan identified opportunities for employment in The Crossings - the area south of the Mall - and areas just east of the Nashville International Airport. On the concept plan these areas are shown

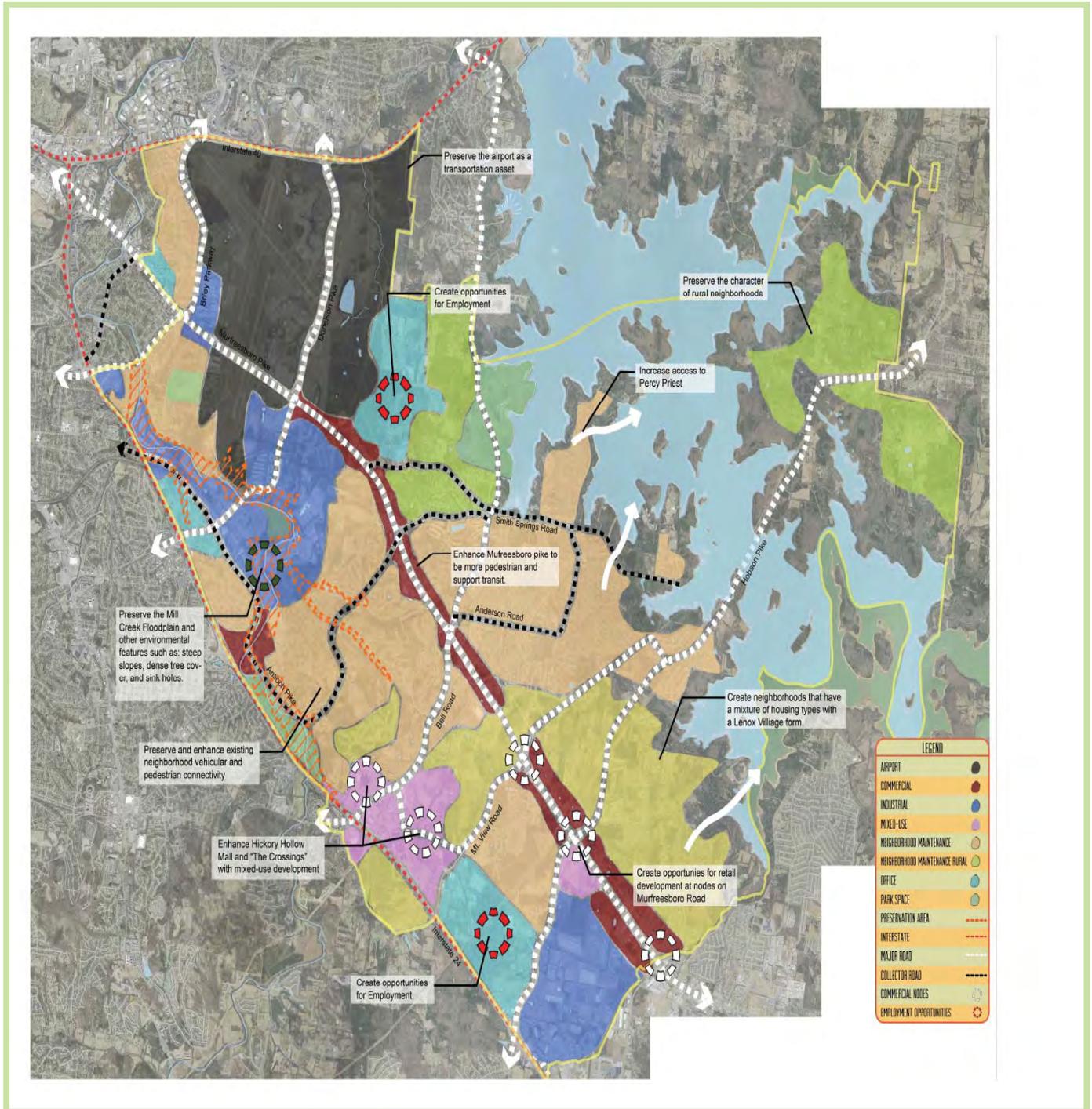
in blue and are highlighted with a red dashed circle.

The community also expressed an interest in improving connectivity throughout the community. Major corridors throughout the community are highlighted with a white dashed line. Antioch – Priest Lake stakeholders noted that these corridors should be designed to connect the community via pedestrian, vehicular, and transit facilities.

The Concept Plan was created by asking community members their vision for the community (see a synopsis of the community’s comments in Appendix B). These comments are then balanced with sound planning principles and Metro Nashville/Davidson County’s commitment to sustainable growth.



**Figure 9: Antioch - Priest Lake Concept Plan**



## The Antioch – Priest Lake Community Vision Statement

It is the vision of Antioch – Priest Lake to once again be a sought after community with greater access to Percy Priest Lake and community-scaled parks, housing that is competitive in the market and that meets the needs of a changing demographic, transportation improvements that include sidewalks, bikeways, and mass transit, and employment centers that produce jobs to support rebounding retail centers.

The Antioch – Priest Lake Community is a resilient community that is determined to succeed while addressing demographic shifts, the economic downturn, and negative perception issues. The community has several assets that have remained constant even through these uncertain times; the Percy Priest Lake, regional location and access, the Nashville International Airport, and neighbors and business owners committed to the success of the community.

Percy Priest Lake continues to draw roughly 6 million visitors and roughly \$61 million dollars annually to the Middle TN region. Commercial, employment and residential synergies between Antioch – Priest Lake and cities like Murfreesboro, LaVergne, Smyrna and Mt. Juliet have become more apparent and beneficial. Meanwhile, proximity to transportation systems like Interstate 24 and the Nashville International Airport continue to appeal to regional and international travelers. The community wishes to build upon these assets by improving open space, housing, and economic development within the community.

The Antioch – Priest Lake Community also seeks to change the perception of the community from one that is undesirable to one that promotes Antioch – Priest Lake as “the next hip and happening part of town” as well as a great place to live, work and play.

### **The Antioch – Priest Lake Community Development Goals and Objectives**

The following goals and objectives are benchmarks for future growth, development, and preservation. Antioch-Priest Lake stakeholders are encouraged to think innovatively in achieving these overarching goals and putting them into practice. While some objectives can be achieved through the land use decisions that are guided by this document, other objectives will be accomplished when community stakeholders work together using grants, compacts, etc.

More ideas on implementation of these goals is provided in Chapter V, Implementation.

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## Development Goal 1:

### Open Space and Environmentally Sensitive Features

Create new neighborhood and/or community parks, and enhance existing park space with unique uses such as dog parks, recreational uses, additional greenway connections, and community facilities. Create better public access to Percy Priest Lake. Preserve and reclaim environmentally sensitive features such as Mill Creek floodplains, dense tree cover, steep slopes, sensitive soils, and potential sinkholes, recognizing that the protection of these natural features ensures preservation of green space throughout the community.

#### Objectives:

- Complete the Regional Community Center, Park and Library complex at the Hickory Hollow Mall and provide appropriate sidewalk, crosswalk, bike access and transit access to and from the complex.
- Acquire land in strategic locations for pocket parks, neighborhood parks, community parks, and a dog park.
- Enhance existing park space with more programmed recreational activities – e.g. tennis courts, soccer, baseball fields.
- Encourage unique open space opportunities, such as plazas, pocket parks and the like with mixed-use, retail, and residential development.
- Preserve and enhance existing public parks and greenways as consistent with the Metro Parks and Greenways Master Plan by creating greenway connections from existing neighborhoods to the publically accessible portions of Percy Priest Lake and by completing the Mill Creek Greenway segment from Ezell Park to Antioch Park at Blue Hole Road.
- Encourage community gardens in appropriate areas throughout the community and opportunities for community-scaled farming.
- Where appropriate, add housing and/or a mixture of uses around parks to provide more activity and increased safety, while decreasing the sense of isolation at some of the area parks.

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## Development Goal 2: Residential Neighborhoods

Enhance the character and walkability of established neighborhoods. Create new housing that is designed to include a mixture of housing types, well connected and walkable streets, usable open space, and, in some cases, neighborhood-scaled retail. All these actions are designed to appeal to a changing demographics and changing needs of residents.

### Objectives:

- Preserve the character of Maintenance neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles, to encourage neighborhood enhancements and rejuvenation where needed.
- Increase the walkability of Maintenance neighborhoods by identifying sidewalk priorities and working with Metro Council representatives and Public Works to implement those priorities.
- Enhance and create the character of Evolving neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles.
- Create new neighborhoods in Evolving neighborhood areas that appeal to seniors, young adults, single adults and families by encouraging neighborhood design that has a mixture of housing types, walkable streets, and usable open space using the Lenox Village development as a model.
- Encourage building types that may accommodate “move-up-housing”; housing for growing families or housing for the executives of a growing office market.

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## Development Goal 3:

### Retail and Employment Centers

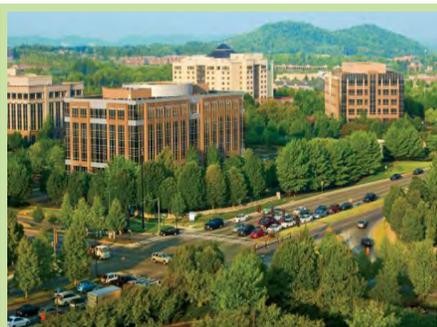
Enhance retail and employment centers to remain competitive amongst other retail and employment centers in the southeast region. Design centers that include day-time employment generators, encourage a one-stop-shopping environment, create outdoor gathering spaces, and that are easily accessible by pedestrians, transit, and bicyclists.

#### Objectives:

- Enhance the Hickory Hollow Mall with a mixture of land uses that complement the new institutional and civic anchors – Nashville State Community College and the Nashville – Davidson County Regional Community Center Park and Library.
- Encourage daytime employment generators by fostering an appropriate mix of Class A office, Class B office and retail at the Hickory Hollow Mall site and in The Crossings.
- Enhance all retail centers by increasing the mix of uses to better meet the daily needs of residents, employees, visitors and Antioch – Priest Lake’s diverse population.
- Enhance access to and within all centers with pedestrian, bicycle, transit and vehicular transportation options, increased street connectivity where appropriate, and access management (entrances to and from businesses).

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## Development Goal 4:

### Residential and Commercial Corridors

Enhance and create corridors where people can walk and bike safely, where vehicular traffic can access new and existing neighborhoods safely, and where enhanced transit serves a balanced mix of commercial, office and residential land uses.

#### Objectives:

- Promote Transit-Ready Development (TRD) at stops along the MTA Murfreesboro Road/Bell Road BRT Lite transit line (Murfreesboro Pike from Briley Parkway to Bell Road and Bell Road from Murfreesboro Pike to Hickory Hollow Mall). TRD is development that is supportive of enhanced transit. TRD encourages development that is walkable, more intense than surrounding development, and may incorporate transit stations in the design of the development.
- On Murfreesboro Road, south of Bell Road, enhance this mixed-use corridor by concentrating more intense mixed-use development at specific nodes or intersections.
- Create local bike lanes and routes in existing residential neighborhoods to accommodate less experienced bicyclists, who may not want to ride on the larger, primary streets. Enhance local streets within established neighborhoods and major corridors throughout the Antioch – Priest Lake Community with a completed sidewalk network.
- Acknowledge the unique role of corridors, as both a throughway and a destination, especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping, while improving transportation options and access.
- Encourage a diversity of services and appropriate infill development along the corridors that meet the community's daily needs, providing a range of grocery, shopping, dining, recreation and entertainment uses as well as additional employment opportunities.
- Reduce the number of curb cuts and coordinate access and circulation along prominent corridors as redevelopment occurs to improve safety, improve traffic flow and create corridors that function as a whole instead of as separate building sites.
- Enhance the safety of existing roads.

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## Development Goal 5: Special Districts

Create Office and Institutional Districts that generate a daytime population of employees and/or students. Enhance Industrial and Impact Districts to be more compatible with surrounding neighborhoods, particularly with regard to level of intensity of land use, landscaping and access.

### Objectives:

- Support employment areas by creating opportunities for office, light manufacturing, light industrial, retail and residential land uses in The Crossings and the area east of the Nashville International Airport.
- Encourage office on the Hickory Hollow Mall site.
- Recognize the office and industrial districts at Interstate 24, Harding Pike, and Antioch Pike as gateways into the Antioch – Priest Lake Community, which should provide appropriate improvements such as landscaping, lighting, and signage.
- Preserve and create appropriate land use and intensity transitions between impact and industrial districts on the boundaries with established residential neighborhoods. Appropriate transitional land use and intensity could be accomplished through office land uses or rural/suburban development patterns. As transitions, both would help minimize any negative impacts that would otherwise occur if industrial and impact uses were in close proximity to established residential areas.
- Recognize the Nashville International Airport as a significant transportation asset in the Antioch – Priest Lake Community by preserving areas near the airport for appropriate expansion and for complementary land uses that would support the operation and success of the airport or complement the airport.

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## Development Goal 6:

### Transportation Systems

Support enhanced transportation options including Bus Rapid Transit 'Lite', neighborhood bike routes, and sidewalk enhancements in high pedestrian traffic areas.

#### Objectives:

- Enhance corridors to create complete streets – streets that are designed and operated to enable safe, attractive, and comfortable access and travel for transit modes (e.g. walking, biking, driving and riding transit).
- Identify creative solutions, such as combined pedestrian and bike infrastructure, to improve bike and pedestrian connectivity throughout existing neighborhoods and on major corridors, in addition to identifying bike and sidewalk priorities that provide essential connections to retail areas, open space and parks, civic and educational institutions.
- Preserve vehicular connectivity to major arterials and collectors, and throughout the community, making improvements in accordance with the Transportation portion of the Community Plan (Chapter III) and the Major and Collector Street Plan.
- Support the Bus Rapid Transit Lite by identifying priority sidewalk and crosswalk enhancements along the Murfreesboro Road/Bell Road BRT route.
- Encourage Transit Ready Development (TRD) along major corridors and near existing transit infrastructure (e.g. BRT stops and CSX railroad lines) through the application of appropriate land use policies and infrastructure improvements.
- Enhance public transit opportunities by working with the Metropolitan Transit Authority (MTA) on additional bus routes, including a transit hub at the Hickory Hollow Mall site, and a cross-town route along Old Hickory Boulevard / Bell Road.
- Work with the Tennessee Department of Transportation (TDOT) on enhancements to the Interstate system, including improving the I24/Bell Road interchange.

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## Development Goal 7: Community Appearance

Improve the Antioch – Priest Lake  
Community appearance in general.

### Objectives:

- Utilize regulatory tools such as Specific Plan Zoning and Urban Design Overlays, to apply higher standards of design when creating new or infill residential and non-residential development.
- All residential and non-residential buildings should be constructed of high quality, low maintenance building materials in order to demonstrate sustained quality and a sense of permanence.
- In new or infill development, relocate above ground utilities or shield utilities from public rights-of-way and adjacent property to have less visual impact by placing them underground, behind buildings in alleys or at the back of the property.
- Create pedestrian friendly corridors by enhancing streetscapes with pedestrian-scale coordinated signage, landscaping, transit stations, and other streetscape elements.

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### The Antioch – Priest Lake Community Character Plan and Special Policies

The Antioch – Priest Lake Community Character Policy Plan builds upon the vision and objectives expressed in the Concept Plan. The Community Character Policies take the Concept Plan to the next level of detail by addressing the form and character of areas, areas for preservation and areas for development, and land uses.

The following sections provide the Community Character Policies for Conservation areas, Rural areas, Suburban areas, Urban areas, and Districts (Employment, Office, Industrial, and Impact). Remember to refer to the “Interpreting the Maps in the Antioch – Priest Lake Community Plan” for detailed instructions on how to read and use the following special policies.

### The Antioch – Priest Lake Local Streets in Special Policy Areas

In addition to Community Character Policies, this chapter is meant to highlight other special features or policies for individual areas. One such feature that is common throughout the Antioch-Priest Lake community is local street connections and improvements. The number of local street connections and improvements in the Antioch – Priest Lake area are so widespread that noting them in each special policy would have been an immense undertaking. Therefore a map that identifies all the local street connections is provided as a supplement to this document. The reader should refer to the map to determine if local street connections are recommended in individual areas.

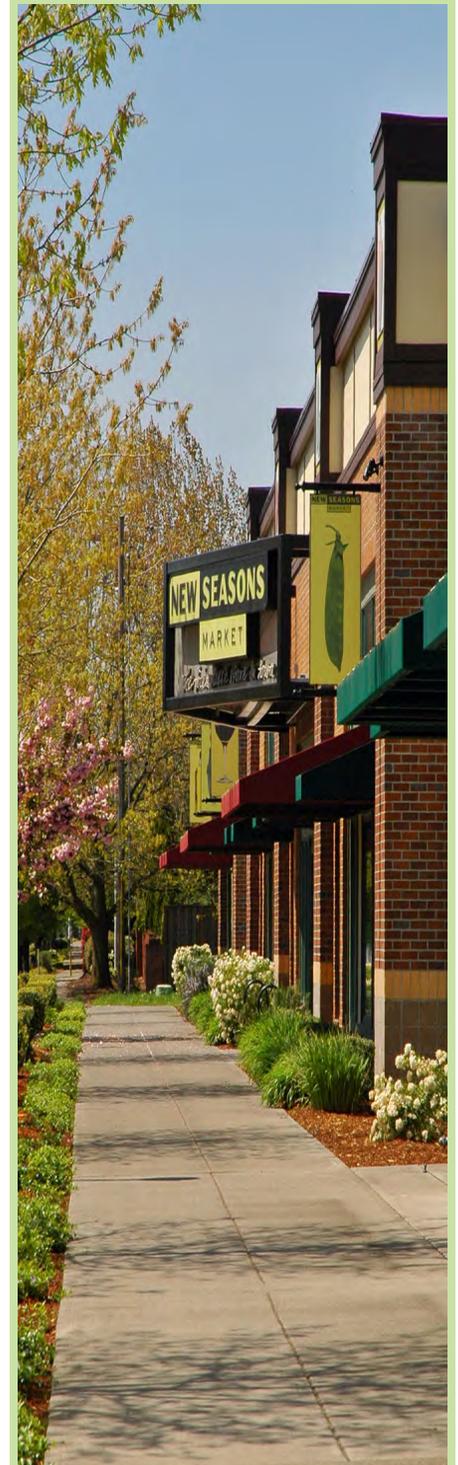
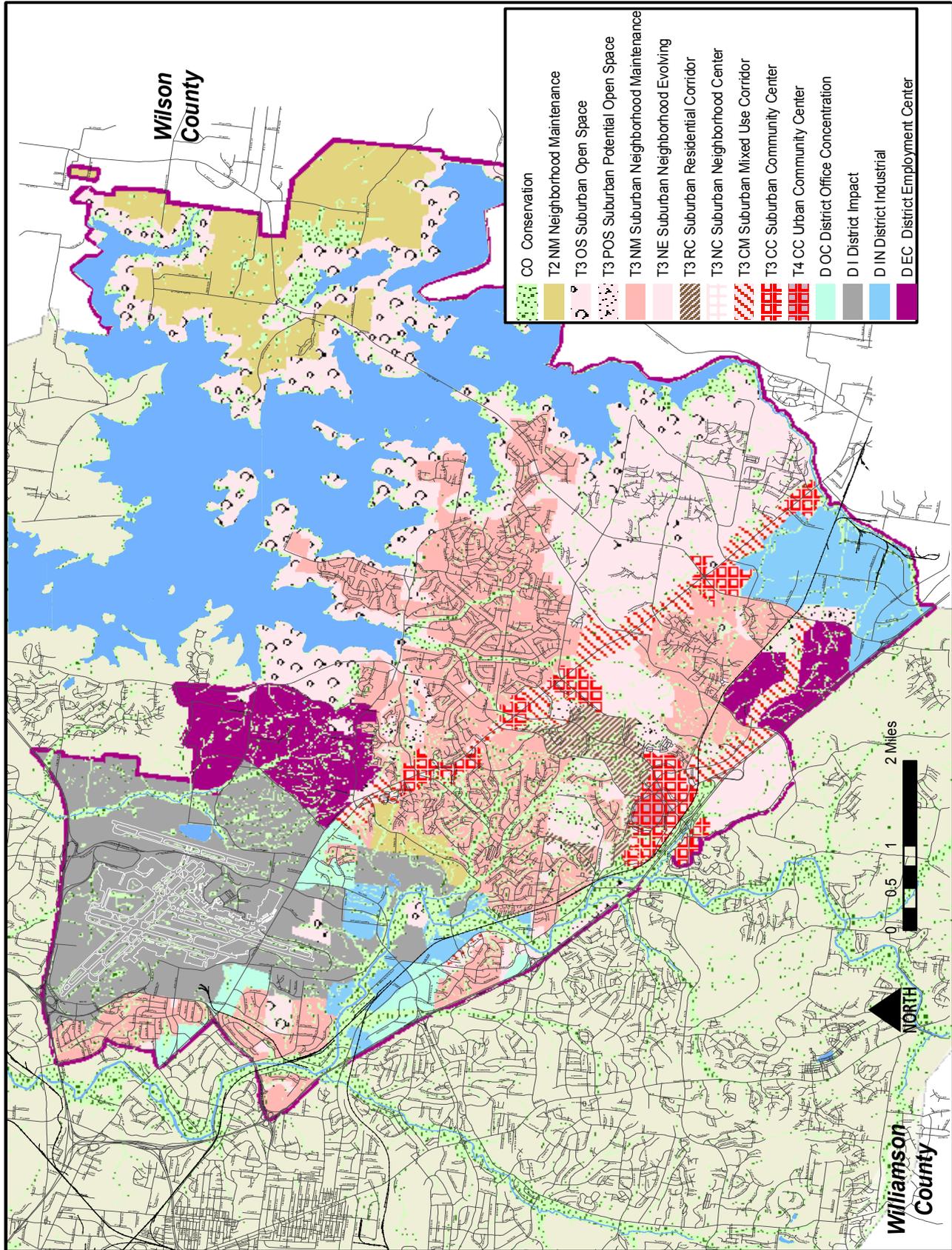


Figure 10: Antioch - Priest Lake Community Character Policy Map



### CONSERVATION COMMUNITY CHARACTER POLICIES

#### CO CONSERVATION POLICY

##### General Character of the Conservation Area in the Antioch-Priest Lake Community

Conservation (CO) policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. Conservation policy is applied throughout all Transect Categories except Downtown, with the intent of preserving, remediating, or enhancing environmentally sensitive features. Conservation policy is most commonly found in Rural Areas, which remain rural in large part because of the widespread presence of environmentally sensitive features, including steep slopes and floodway/floodplains. Meanwhile, in the more intensely developed Transect Categories including Suburban, Urban, and District categories, Conservation policy is applied with the intent of enhancing environmentally sensitive features – either through maintaining the feature, enhancing the feature, or remediating the feature if it has been disturbed. An example of maintenance would be steeply sloped land within a Suburban Area that could be maintained in its current state by taking steps to avoid worsening alteration of the steep slopes and encouraging any new development to utilize site-sensitive construction techniques. An example of remediation would be the day-lighting of a culverted stream in a Suburban Center.

The majority of the Conservation policy is applied to land in the Antioch-Priest Lake Community that is environmentally constrained by floodway and floodplain areas of Mill Creek, its tributaries and J. Percy Priest Lake. For other areas, Conservation policy has been applied to steep slopes, wetlands, cedar glades and potential sinkholes.

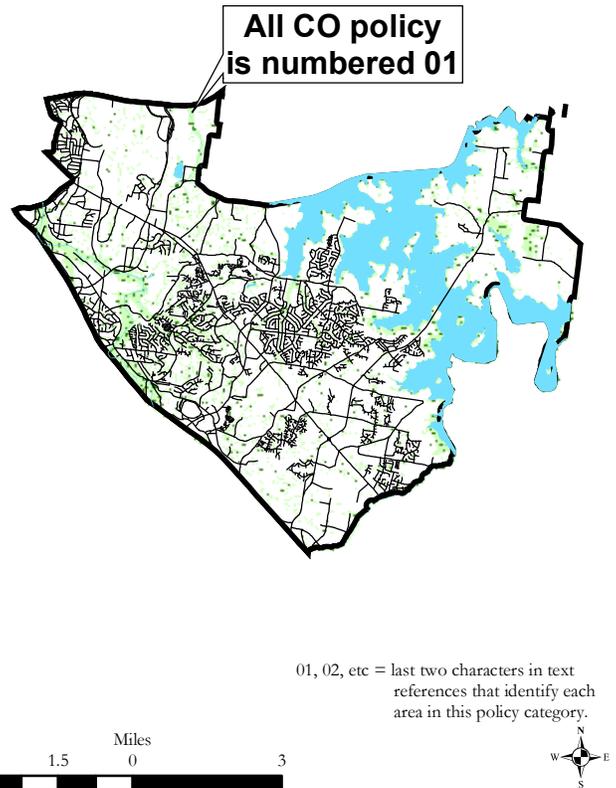
##### How to Use This Guidance

The intent for Conservation policy is to preserve, enhance, or remediate environmentally sensitive land. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The Conservation policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing character of the particular Conservation area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance in the Antioch-Priest Lake Community Plan including any Special Policies

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the Conservation policy and the General Principles in the CCM are controlling.

#### Conservation



# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 2 - Envisioned Character

### Conservation Community Character Policy Area

The Antioch-Priest Lake Community Plan includes one large geographic area where Conservation policy is applied. It is titled "Conservation Policy Area" in the plan. This area was identified by examining the general characteristics of the environmentally sensitive land and its need to be preserved, enhanced or, if previously disturbed, remediated. In the majority of this policy area, Conservation policy has been applied to undeveloped areas that are generally unsuitable for development due to environmentally sensitive features such as floodway and floodplain areas of Mill Creek and its tributaries, wetlands, steep slopes and unstable soils, and potential sinkhole areas. In other areas, Conservation policy has been applied to suburban residential areas where land with sensitive environmental features has been disturbed. There are some environmentally sensitive features that are too small to be mapped. As such, these areas may fall into another policy category, but Conservation policy still applies to these environmentally sensitive features.

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular Conservation policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the Conservation Policy
- Appropriate Land Uses
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-CO-01

Antioch-Priest Lake's Conservation Area 1 is referenced as 13-CO-01 on the accompanying map. It applies to the environmentally constrained land that is large enough to be mapped, within the Antioch-Priest Lake Community area (approximately 11,420 acres). This land is, for the most part, developed in a rural and suburban residential pattern with a variety of densities. There are also areas that are developed as, or where entitlements have been granted for, higher intensity suburban residential or mixed-use development. In some cases, this suburban land is zoned or developed in ways that will not guarantee preservation of the environmentally sensitive features as per the Conservation policy.

The Conservation policy in the Antioch-Priest Lake Community area is applied in part with the intention of protecting the community against further natural disasters such as floods, landslides and related problems. As a result, the policy applies not only to areas of steep slopes, unstable soils, wetlands, floodway, and 100-year floodplain, but also to areas of 500-year floodplain and to the areas inundated by the May 2010 flood. The inundation that occurred with the May 2010 flood caused the community to re-assess the mapped 100-year floodplain. Local, state, and federal agencies are in the process of updating the flood maps for Davidson County. Once these maps are updated, the Antioch-Priest Community Character Policy Plan Map will correspondingly be updated to reflect the most up-to-date information.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - See the recommendations in Chapter IV, Open Space Plan, for guidance on the greenways discussed below and additional greenways:
    - A greenway is planned along Mill Creek. Two segments have been completed. A segment is in the planning stages that will connect Antioch Park at Blue Hole Road with Ezell Park at Harding Place.
    - A greenway network is planned around J. Percy Priest Lake, providing more connections to area neighborhoods and recreation areas.
    - An extensive conceptual greenway network is envisioned throughout the community. Greenway connections are recommended to, from, and within neighborhoods to connect them to area parks and schools. These include greenway segments along tributaries to Mill Creek, Antioch Pike, Bell Road, Hickory Hollow Parkway, Old Hickory Boulevard, and Mt. View Road.

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## Chapter 2 - Envisioned Character

- See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalks and bikeways discussed below and additional sidewalks and bikeways:
  - Sidewalks are planned along segments of Anderson Road, Apollo Drive, Bell Road, Hamilton Church Road, Hobson Pike, Murfreesboro Pike, Nashboro Village Boulevard, Pin Hook Road, Rural Hill Road, Smith Springs Road, and Una Antioch Pike.
  - Bike lanes are planned along segments of: Anderson Road, Antioch Pike, Bell Road, Blue Hole Road, Elm Hill Pike, Harding Place, Hobson Pike, Knights of Columbus Boulevard, McGavock Pike (at Interstate 40), Murfreesboro Road, and Smith Springs Road.
  - Multi-use paths are planned along the planned Harding Place Extension, Una Antioch Pike, Rural Hill Road west of Murfreesboro Road, and Mt. View Road from Una Antioch Pike to Bell Road, with a small segment from Crossing Boulevard to Baby Ruth Lane.
  - Bike routes are planned along Patricia Drive, Franklin Limestone Road, and Mt. View Road from Baby Ruth Lane to Murfreesboro Road.
  - Neighborhood bike loops are planned to accommodate the comfort level of various bicyclists – specifically bicyclists who are not as experienced or comfortable with riding on streets with heavy vehicular traffic. Bike Loops are planned along street segments in four areas: (1) Flintlock Court, Ravine Drive, Sailboat Drive, Edge O’Lake Drive, and Rural Hill Road, connecting area schools and neighborhoods to Nashboro Boulevard, Smith Springs Road, and J. Percy Priest Lake; (2) Artelia Drive, Dowdy Drive, Bowfield Drive, and Reeves Road, connecting area schools and neighborhoods to the Mill Creek Greenway; (3) E. Thompson Lane, Lawndale Drive, Winthorne Drive, Finley Drive, Currey Road, and McGavock Pike, connecting area schools and neighborhoods to Murfreesboro Pike, Seven Oaks Park, and the Mill Creek Greenway; and (4) along E. Thompson Lane connecting to Thompson Lane. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Connectivity (Vehicular)
  - Various street connections are planned throughout this policy area. See the recommendations in Chapter III, Transportation Plan for additional guidance and information on street improvements and connections.
- Design Principle: Density/Intensity
  - Within the CO area, there are some locations zoned RM districts (residential multi-family at varying densities between two and twenty dwelling units per acre). These zoning districts yield smaller lot sizes and potentially have more negative impacts on the environmentally sensitive features than would typically be appropriate in CO policy areas in Rural and Suburban areas. This zoning, however, is part of a long-established settlement pattern that forms part of the community’s identity. The zoning is intended to remain, but any expansion of such zoning should be limited, with careful thought given to any potential adverse environmental or infrastructure impacts.
  - Within the CO area, there are properties that are Planned Unit Developments (PUDs) or Specific Plans (SPs) and they may allow higher intensity residential, commercial and mixed-use development than is envisioned by the Conservation (CO) policy. The existing zoning as applied to this property provides specific zoning entitlements. The existing development rights include multi-family development of up to 144 units. Any development of this property requires a review and approval of a final development plan prior to obtaining building permits, to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment requiring approval by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the

# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 2 - Envisioned Character

Antioch – Priest Lake Community Plan will provide guidance in the review of that amendment.

- Such measures – to amend approvals to provide more sensitive treatment of environmental features – should be pursued whenever possible.
- Appropriate Land Uses:
  - Commercial uses are generally discouraged in CO policy. In the Antioch-Priest Lake Community, though, the CO policy contains several locations where a portion of an existing neighborhood, community center, mixed use corridor, business area or industrial area is in CO policy. Due to Antioch-Priest Lake’s geography and past development approvals, several of these areas include portions of adjacent Conservation policy. In such areas, these uses are appropriate provided that efforts are undertaken to preserve, enhance or, if needed, remediate the environmentally sensitive features in the area if expansion or redevelopment occurs over time.
- Historically Significant Sites or Features
  - Parcels 14800014100, 14908002000, and 14908002000 are historically significant features that are considered Worthy of Conservation. The features include the Tudor revival houses and The Travelers Court Motel.
  - Parcels 17500004900, 16500005000, and 17500002700 are historically significant features that are Eligible for National Register of Historic Properties. The features include the Buchanan Tavern, the Hill Farmstead, and the Fairview Farm and Cemetery.
  - Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the Community Character Manual for additional guidance.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphics on the following pages)
  - There are numerous properties in the CO policy area where there are non-conforming land uses or zoning and land use that is inconsistent with policy. Several of these properties, mainly in larger flood-prone areas, are listed below. However, there are environmentally sensitive features (small floodplain areas, steep slopes, wetlands, cedar glades, and potential sinkholes) that are scattered throughout the planning area and affect hundreds of properties. Due to the number of affected properties, not all properties with sensitive environmental features are listed below. The intent for the properties listed below, and any other properties that are found to have land uses that are non-conforming with zoning or inconsistent with policy, is that the use or zoning of these properties be brought into closer conformity to CO policy in some manner over time, and that the current use or zoning of these properties does not geographically expand or move farther away from conforming to the CO policy. If redevelopment occurs on properties that contain sensitive environmental features, the use of sustainable development approaches, such as low impact stormwater management techniques, and construction techniques designed to minimize grade alterations, are recommended.
  - Below is a list of those properties in larger flood-prone areas where the zoning and land use are inconsistent the intent of the Conservation Policy:
    - There are several properties zoned IWD (industrial warehousing and distribution) along Antioch Pike and Space Park South Drive that are fully or partially located in the flood-prone area. Many of these are older industrial and office uses that have been in the community for years. It is acceptable that the uses remain as they provide jobs and services, although they should not be allowed to intensify or expand.
    - There are several properties zoned IWD (industrial warehousing and distribution) along Antioch Pike that are currently being used for residential and are partially located in flood-prone areas. These properties are surrounded by industrial uses, the railroad, and the interstate. It is acceptable that the IWD zoning remains and that, over time, these properties transition to industrial uses, due to their location. However, future development should remain respectful of the environmental features present on the sites and use sustainable development

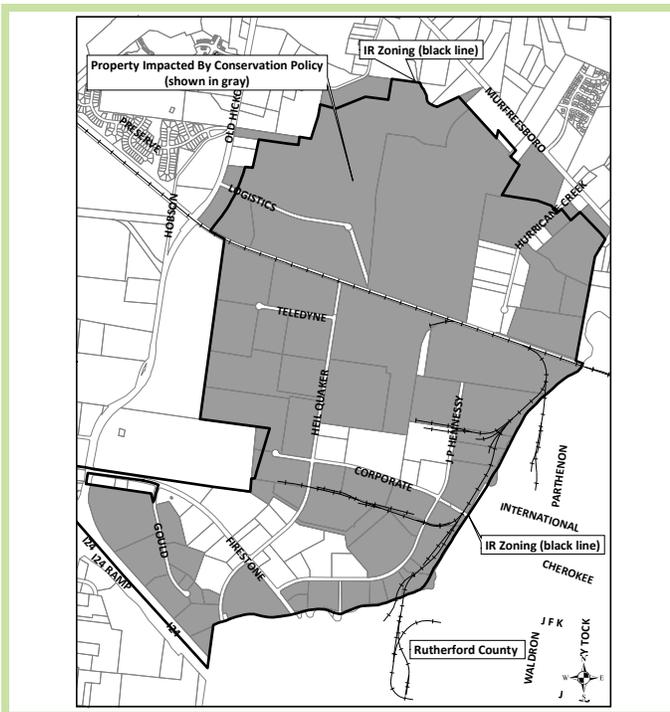
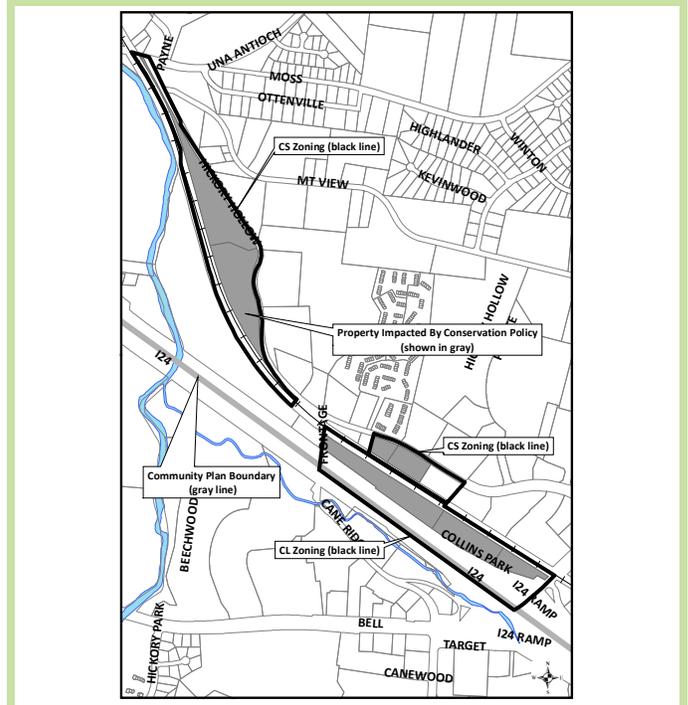
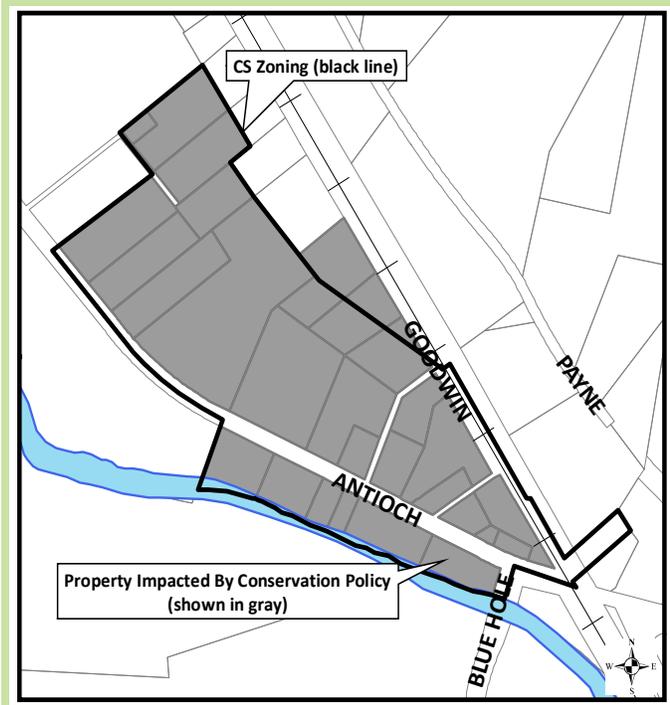
## **Antioch - Priest Lake Community Plan: 2012 Update**

### Chapter 2 - Envisioned Character

- approaches, and the zoning should not be allowed to intensify to a more impactful zoning district.
- There are several properties zoned CS (commercial services) along Metroplex Drive that are part of the Metroplex mixed business development and are partially located in the flood-prone area. This development has been in the community for years, and it is acceptable that the uses remain as they provide jobs and services, although they should not be allowed to intensify or expand. If the opportunity arises, rezoning this area to a less intense zoning district is encouraged.
  - There are several properties zoned IR (industrial restrictive) along Franklin Limestone Road that contain heavy industrial uses even though this is mainly a flood-prone area. Many of these uses have been in this area for years, and it is acceptable that the uses remain as they provide jobs and services. If the opportunity arises, rezoning this area to a less intense zoning district is encouraged.
  - There are several properties zoned OR20 (office and residential at up to 20 dwelling units per acre), CL (limited commercial) and CS (commercial services) along Antioch Pike and Richards Road. The properties in this flood-prone area are also part of the adjacent neighborhood center. These properties were heavily damaged in the 2010 flood and have been rebuilt. It is acceptable that the zoning and uses remain as the properties provide needed jobs and services to the area. However, the zoning and uses should not be allowed to intensify or expand.
  - There are several properties zoned CS (commercial services) along Antioch Pike, near its intersection with Blue Hole Road. This area was heavily damaged in the 2010 flood. Some properties that remain vacant have been placed in Potential Open Space policy. The remaining properties that have been rebuilt form a suburban neighborhood center, and it is acceptable that they remain as they provide services for the surrounding community. If the opportunity presents itself in the future, a rezoning away from the intensity of CS to more of a neighborhood-scale services zoning is more appropriate for this flood-prone area.
  - There are several properties zoned CS (commercial services) and CL (limited commercial) along Hickory Hollow Parkway and Collins Park Drive that are entirely in the flood-prone area. These properties contain a mixture of auto, parking, and storage uses. The area is between the railroad and I-24 so it is acceptable that these uses remain.
  - There are several properties zoned IR (restrictive industrial) along Heil Quaker Boulevard, J.P. Hennessey Drive, and Hurricane Creek Boulevard that are partially in the flood-prone area near the Rutherford County line. These properties contain a variety of warehousing, light manufacturing, and heavy manufacturing uses and complement what is across the county line in the City of LaVergne. Since this is an established industrial area that provides jobs and services, and is part of a larger industrial area, it is acceptable that these uses remain.



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## T2 RURAL COMMUNITY CHARACTER POLICIES

### T2 RURAL NEIGHBORHOOD MAINTENANCE POLICY

#### General Character of T2 Rural Neighborhood Maintenance Areas in the Antioch-Priest Lake Community

T2 Rural Neighborhood Maintenance Policy has been applied to an area along Franklin Limestone Road, an area along Mt. View Road, and the Bakers Grove area on the east side of J. Percy Priest Lake. These areas of the Antioch-Priest Lake Community reflect the envisioned character of a rural maintenance area – sparsely developed with low density residential and some agricultural as the primary land uses. This development pattern reflects the preservation of farmland as well as the preservation of land with environmental significance such as steep topography, vegetation, and viewsheds.

#### How to Use This Guidance

The intent for Rural Neighborhood Maintenance policy is to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T2 Rural Neighborhood Maintenance policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing character of the particular T2 Rural Neighborhood Maintenance area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T2 Rural Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

#### T2 Rural Neighborhood Maintenance Community Character Policy Areas

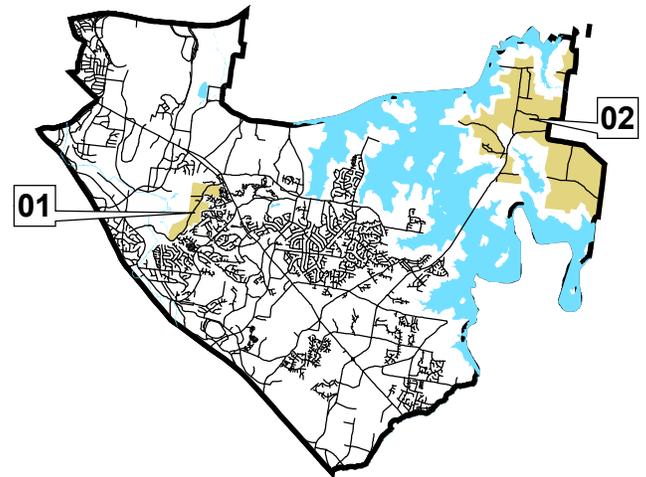
The Antioch-Priest Lake Community Plan includes three areas where the T2 Rural Neighborhood Maintenance policy is applied. These are titled “T2 Rural Neighborhood Maintenance Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (lot sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

#### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular Rural Neighborhood Maintenance Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T2 Rural Neighborhood Maintenance Policy

### Rural Neighborhood Maintenance



01, 02, etc = last two characters in text references that identify each area in this policy category.



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## Chapter 2 - Envisioned Character

- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

### 13-T2-NM-01

Antioch-Priest Lake's T2 Rural Neighborhood Maintenance Area 1 is referenced as 13-T2-NM-01 on the accompanying map. It applies to the portion Franklin Limestone Road, from east of the industrial uses to just west of Murfreesboro Pike. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
  - There are environmental features (floodplains, steep slopes, problems soils) within parts of this T2 Rural Neighborhood Maintenance area. Should any re-development occur, it should be arranged to minimize the disturbance of the flood-prone areas and steep slopes. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation Policy Area 13-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There is a planned bike lane along Franklin Limestone Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Design Principle: Density/Intensity
  - R40 (single- and two-family dwellings with 40,000 square foot lots), R15 (single- and two-family dwellings with 15,000 square foot lots) and R10 (single- and two-family dwellings with 10,000 square foot lots zoning districts, which exist in this area today, are not typical in T2 Rural Neighborhood Maintenance areas because they encourage a more suburban character subdivision pattern (smaller lots and more dwelling units). If these areas are fully developed under the current zoning, this will create a suburban pattern, and will not retain a rural pattern. To truly preserve the rural character of these areas, a change in zoning to districts less intense than R40, R15, and R10 is warranted and should be considered.

### 13-T2-NM-02

Antioch-Priest Lake's T2 Rural Neighborhood Maintenance Area 2 is referenced as 13-T2-NM-02 on the accompanying map. It applies to areas east of J. Percy Priest Lake, and adjacent to Long Hunter State Park. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
  - There are environmental features (floodplains, steep slopes, problems soils, possible sinkholes) within and abutting parts of this T2 Rural Neighborhood Maintenance area. Should any re-development occur, it should be arranged to minimize the disturbance of the flood-prone areas and steep slopes. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation Policy Area 13-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the greenway system is planned around J. Percy Priest Lake, which is adjacent to this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - There is a planned bike lane along Hobson Pike. See the recommendations in Chapter III, Transportation Plan, for

## **Antioch - Priest Lake Community Plan: 2012 Update**

### Chapter 2 - Envisioned Character

additional guidance and information on bikeways.

- Design Principle: Density/Intensity
  - There is a small portion of this area zoned RS15 (single-family dwellings with 15,000 square foot lots) along Arbor Pointe Way. This zoning is not typical in T2 Rural Neighborhood Maintenance areas because it encourages a more suburban character subdivision pattern (smaller lots and more dwelling units). This is an approved subdivision, but only two houses have been built. To preserve the rural character of this area, a change in zoning to districts less intense than RS15 is warranted and should be considered. At the very least, this zoning and suburban development pattern should not be allowed to expand.
- Historically Significant Sites or Features
  - Parcels 12400001400, 12300006500, 12300001600, and 12300002300 are historically significant features. The features include a log house, a farm house, the Sullivan House, and the Castleman House and cemetery. The features are considered Worthy of Conservation.
  - Parcels 12300005500 and 12300008800 are historically significant features that are considered Eligible for the National Register. The features include a log house and the Wiley House respectively.
  - In all cases, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the Community Character Manual for additional guidance.

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**T3 SUBURBAN COMMUNITY CHARACTER POLICIES**

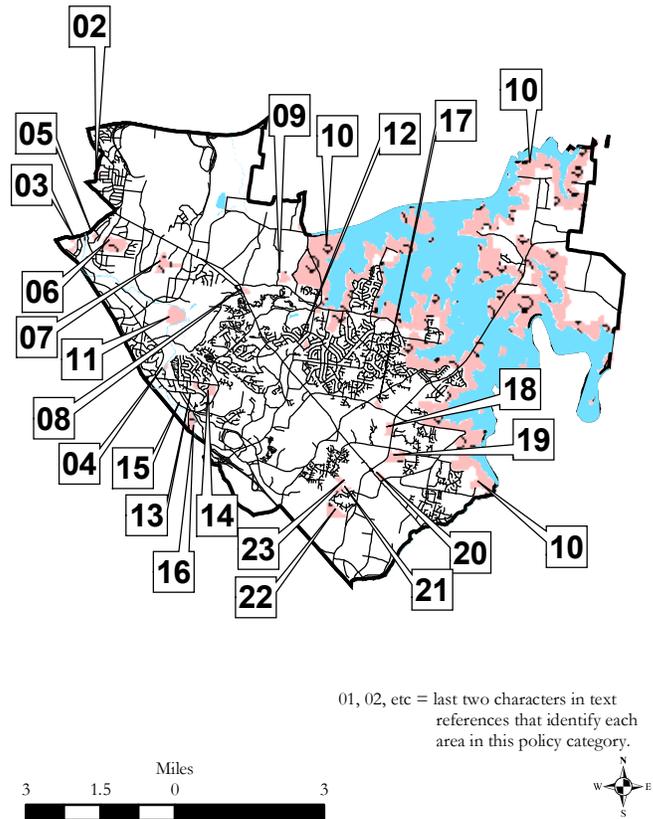
**Suburban Open Space**

**T3 SUBURBAN OPEN SPACE POLICY**

**General Character of T3 Suburban Open Space Policy Areas in the Antioch-Priest Lake Community**

T3 Suburban Open Space areas include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T3 Suburban Open Space areas in the Antioch-Priest Lake Community include parks as well as civic and public benefit uses with associated open space. In the community, civic and public benefit uses include Antioch Park, Una Recreation Park, Seven Oaks Park, Ezell Park, Glengarry Elementary School, Mt. View Elementary School, Lakeview Elementary School, Una Elementary School, J.E. Moss Elementary, Apollo Middle School, Antioch Middle School, J.F. Kennedy Middle School, the Mill Creek Greenway, and the Southeast Library.

The majority of the Antioch-Priest Lake area’s T3 Suburban Open Space areas provide active and passive recreation opportunities and serve multiple neighborhoods or communities. Active land uses are generally associated with civic and public benefit activities and include playgrounds, picnic areas, recreational sports fields and multi-use paths. Passive open space land uses may include greenways, nature reserves and cemeteries. In all cases, T3 Suburban Open Space areas may have moderate development to allow for active recreational uses while leaving environmentally sensitive areas such as steep topography, dense vegetation and viewsheds undisturbed.



**How to Use This Guidance**

The intent for T3 Suburban Open Space policy is to preserve or enhance the general character of suburban open spaces areas. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Open Space policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing character of the particular T3 Suburban Open Space area; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Open Space policy and the General Principles in the CCM are controlling.

**T3 Suburban Open Space Community Character Policy Areas**

The Antioch-Priest Lake Community Plan includes twenty-three areas where the T3 Suburban Open Space policy is applied. These are titled “T3 Suburban Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of each open space, the service area and recreational needs it meets, and its need to be preserved or enhanced.

# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 2 - Envisioned Character

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Open Space Policy
- Appropriate Active Uses
- Appropriate Passive Uses
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-OS-01

Antioch-Priest Lake's T3 Suburban Open Space Area 1 is referenced as 13-T3-OS-01 on the accompanying map. This area is comprised of three separate, larger cemeteries located on Streamfield Pass, Moss Road, and Rural Hill Road. These properties are in the Rural Hill-Moss Road Detailed Design Plan. The Rural Hill-Moss Road Detailed Design Plan was adopted in 2008 as an amendment to the 2003 Update of the Antioch-Priest Lake Community Plan. The Rural Hill-Moss Road Detailed Design Plan is now included as part of the 2012 update of the Antioch – Priest Lake Community Plan. Please refer to the Rural Hill – Moss Road Detailed Design Plan located in Appendix E for special policy guidance. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

#### 13-T3-OS-02

Antioch-Priest Lake's T3 Suburban Open Space Area 2 is referenced as 13-T3-OS-02 on the accompanying map. It is the Glenview Elementary School on Patricia Drive, north of Thompson Place. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike route is planned along Patricia Drive. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

#### 13-T3-OS-03

Antioch-Priest Lake's T3 Suburban Open Space Area 3 is referenced as 13-T3-OS-03 on the accompanying map. It is a Metro-owned property on Averitt Express Drive near Briley Parkway that is covered in mature trees. It could be used for passive open space in the future. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

#### 13-T3-OS-04

Antioch-Priest Lake's T3 Suburban Open Space Area 4 is referenced as 13-T3-OS-04 on the accompanying map. The area is comprised of two separate linear parks along Mill Creek. One is located along Thompson Lane, and the other is located along Cummings Park Drive. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the Mill Creek Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

#### 13-T3-OS-05

Antioch-Priest Lake's T3 Suburban Open Space Area 5 is referenced as 13-T3-OS-05 on the accompanying map. It is the Glengarry Elementary School on Finley Drive near Currey Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the Mill Creek Greenway system is planned in this area to connect to the school. See the

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recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

- A bike route is planned along Finley Drive to connect to the school. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-06

Antioch-Priest Lake's T3 Suburban Open Space Area 6 is referenced as 13-T3-OS-06 on the accompanying map. It is the Seven Oaks Park on McGavock Pike near Currey Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- An extension of the greenway system is planned in this area to connect to the park. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Bike routes are planned along short segments of Currey Road and McGavock Pike to connect to the park. These routes are part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-07

Antioch-Priest Lake's T3 Suburban Open Space Area 7 is referenced as 13-T3-OS-07 on the accompanying map. It is the Metro Soccer Complex on Donelson Pike, south of the Dell facility. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- A bike lane is planned along Donelson Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-08

Antioch-Priest Lake's T3 Suburban Open Space Area 8 is referenced as 13-T3-OS-08 on the accompanying map. It is the Una Elementary School on Old Murfreesboro Pike near the intersection of Murfreesboro Pike and Franklin Limestone Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- Bike lanes are planned along Smith Springs Road, Murfreesboro Pike, and Franklin Limestone Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

- Historically Significant Sites or Features

- Parcel 13500023700, the old Una Schoolhouse is a historically significant feature considered Worthy of Conservation. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the Community Character Manual for additional guidance.

### 13-T3-OS-09

Antioch-Priest Lake's T3 Suburban Open Space Area 9 is referenced as 13-T3-OS-09 on the accompanying map. It is the Una Recreation Park on Una Recreation Road, north of Smith Springs Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- An extension of the greenway system is planned in this area to connect to the park. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- A bike lane is planned along Smith Springs Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

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### 13-T3-OS-10

Antioch-Priest Lake's T3 Suburban Open Space Area 10 is referenced as 13-T3-OS-10 on the accompanying map. The area is comprised of the various recreation and open space areas surrounding J. Percy Priest Lake, including Hamilton Creek Park, which is leased by Metro from the State, Anderson Road Recreation Area, Smith Springs Recreation Area, and Long Hunter State Park. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A greenway system is planned around the lake with connections to adjacent neighborhoods in appropriate locations. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - Bike lanes are planned along Hobson Pike, Smith Springs Road, and there is an existing bike lane on Bell Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-11

Antioch-Priest Lake's T3 Suburban Open Space Area 11 is referenced as 13-T3-OS-11 on the accompanying map. It is the Ezell Park on Harding Place near Metro Animal Control. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the Mill Creek Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

### 13-T3-OS-12

Antioch-Priest Lake's T3 Suburban Open Space Area 12 is referenced as 13-T3-OS-12 on the accompanying map. It is the Lakeview Elementary School on Rural Hill Road near Edge O'Lake Drive. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike route is planned along a short segment of Edge O'Lake Drive near Bell Road and along Rural Hill Road to connect with the school. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-13

Antioch-Priest Lake's T3 Suburban Open Space Area 13 is referenced as 13-T3-OS-13 on the accompanying map. It is the J.E. Moss Elementary School on Richards Road near Bowfield Drive. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike route is planned along Bowfield Drive to connect to the school. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-14

Antioch-Priest Lake's T3 Suburban Open Space Area 14 is referenced as 13-T3-OS-14 on the accompanying map. It is the Apollo Middle School on Richards Road near Antioch Pike. The policy area does not contain any unique features that warrant Special Policies; therefore the guidance of the T3 Suburban Open Space policy applies.

### 13-T3-OS-15

Antioch-Priest Lake's T3 Suburban Open Space Area 15 is referenced as 13-T3-OS-15 on the accompanying map. It is the site of the old fire station on Antioch Pike which is now owned by Metro Nashville Government. It is located at 2314 Antioch Pike, Parcel

14816006000. The site was heavily flooded during the 2010 flood and now belongs to the Metro Parks Department. This site is surrounded by a larger area designated Potential Open Space that Metro Parks would like to acquire over time.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the Mill Creek Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike lane is planned along Antioch Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-16

Antioch-Priest Lake's T3 Suburban Open Space Area 16 is referenced as 13-T3-OS-16 on the accompanying map. It is the Antioch Park and Community Center and Antioch Middle School on Blue Hole Road, south of Antioch Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the Mill Creek Greenway system is planned in this area to connect the existing greenway system to adjacent areas. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike lane is planned along Blue Hole Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-17

Antioch-Priest Lake's T3 Suburban Open Space Area 17 is referenced as 13-T3-OS-17 on the accompanying map. It is the Thomas A. Edison Elementary School on Mt. View Road, east of Murfreesboro Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the greenway system is planned in this area along Savage Branch to connect to the school. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike lane is planned along Mt. View Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-18

Antioch-Priest Lake's T3 Suburban Open Space Area 18 is referenced as 13-T3-OS-18 on the accompanying map. It is the J.F. Kennedy Middle School on Hobson Pike near Hamilton Church Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Sidewalks are recommended along Hobson Pike. See the recommendations in Chapter III, Transportation Plan for additional guidance on sidewalks.
  - An extension of the greenway system is planned in this area to connect to the school. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike lane is planned along Hobson Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-19

Antioch-Priest Lake's T3 Suburban Open Space Area 19 is referenced as 13-T3-OS-19 on the accompanying map. It is the Antioch High School on Hobson Pike near Pin Hook Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Sidewalks are recommended along Hobson Pike. See the recommendations in Chapter III, Transportation Plan for additional guidance on sidewalks.

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- An extension of the greenway system is planned in this area to connect to the school. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- A bike lane is planned along Hobson Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-20

Antioch-Priest Lake's T3 Suburban Open Space Area 20 is referenced as 13-T3-OS-20 on the accompanying map. It is the Mt. View Elementary School on Murfreesboro Pike near Old Hickory Boulevard. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- An extension of the greenway system is planned in this area to connect to the school. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Sidewalks are planned along Hobson Pike. See the recommendations in Chapter III, Transportation Plan for additional guidance on sidewalks.
- A bike lane is planned along Murfreesboro Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-OS-21

Antioch-Priest Lake's T3 Suburban Open Space Area 21 is referenced as 13-T3-OS-21 on the accompanying map. It is the new Southeast Park on Preserve Boulevard near Old Hickory Boulevard. The park is anticipated to be developed with a hiking trail. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- An extension of the greenway system is planned in this area to connect to the park. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

### 13-T3-OS-22

Antioch-Priest Lake's T3 Suburban Open Space Area 22 is referenced as 13-T3-OS-22 on the accompanying map. It is the Cane Ridge High School on Old Hickory Boulevard, east of I-24. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- An extension of the greenway system is planned in this area to connect to the school. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- A bike lane is planned along Old Hickory Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

- Design Principle: Connectivity (Vehicular)

- The Crossing Boulevard extension is planned to connect to the existing driveway for the Cane Ridge High School. See the recommendations in Chapter III, Transportation Plan, for additional guidance on new streets.

### 13-T3-OS-23

Antioch-Priest Lake's T3 Suburban Open Space Area 23 is referenced as 13-T3-OS-23 on the accompanying map. It is the Cane Ridge High Elementary School on Ashford Trace. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Vehicular)

- Ashford Trace is a significant street connection. It is planned to connect to the planned Southeast Parkway and may be located directly adjacent to the school. See the recommendations in Chapter III, Transportation Plan, for

### T3 SUBURBAN POTENTIAL OPEN SPACE POLICY

#### General Character of T3 Suburban Potential Open Space Policy Areas in the Antioch-Priest Lake Community

T3 Suburban Potential Open Space areas include land that is encouraged to be used as open space in the future. This may include vacant properties, or privately-owned properties with the potential to be open space. T3 Suburban Potential Open Space should have the same character as described for T3 Suburban Open Space.

T3 Suburban Potential Open Space areas may provide for active and passive recreation and serve multiple neighborhoods or communities. Active land uses are generally those associated with civic and public benefit activities, and include playgrounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include greenways, nature reserves, and cemeteries. In all cases, T3 Suburban Potential Open Space areas may have moderate development to allow for active recreational uses while leaving environmentally sensitive areas such as steep topography, dense vegetation, and viewsheds undisturbed.

#### How to Use This Guidance

The intent for T3 Suburban Potential Open Space policy is to identify areas that should be used for suburban open space in the future. Such open space can be created in the form of public parks or private land held in conservation by land trusts and private groups or individuals. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

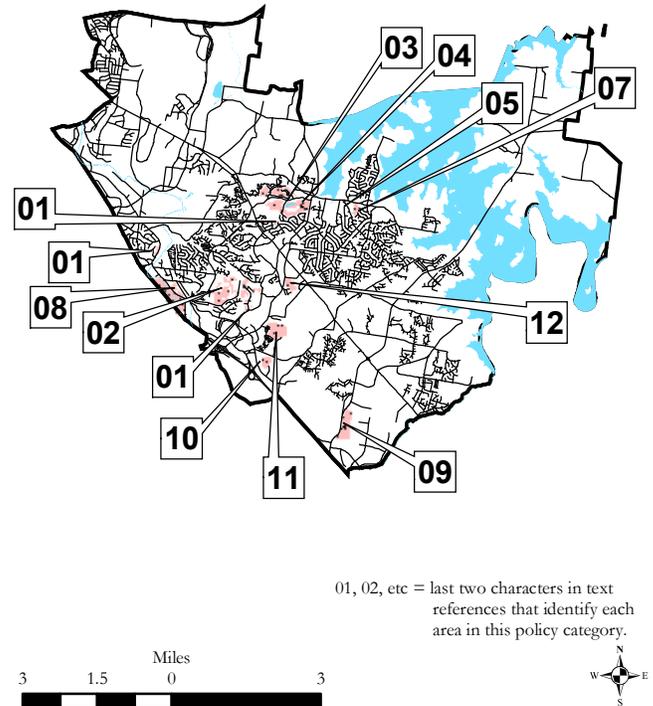
- The T3 Suburban Potential Open Space policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing character of the particular T3 Suburban Potential Open Space area;
- The alternate policy for the particular T3 Suburban Potential Open Space area; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Potential Open Space policy and the General Principles in the CCM are controlling.

#### T3 Suburban Potential Open Space Community Character Policy Areas

The Antioch-Priest Lake Community Plan includes twelve areas where the T3 Suburban Potential Open Space policy is applied. These are titled “T3 Suburban Potential Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of each open space, the service area and recreational needs it meets, and its need to be preserved or enhanced.

Suburban Potential Open Space



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### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Potential Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Alternate Policy
- Design Principles Found in the T3 Suburban Open Space Policy
- Appropriate Active Uses
- Appropriate Passive Uses
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-POS-01

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 1 is referenced as 13-T3-POS-01 on the accompanying map. It is a privately-owned property on Antioch Pike near Cherokee Place that was identified as a potential open space during a planning study for the Bakertown neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
  - If the property is not secured for public open space use, the alternate policy is Conservation and T3 Suburban Mixed Use Corridor. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and in T3 Suburban Mixed Use Corridor policy Area 13-T3-CM-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike lane is planned along Antioch Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

#### 13-T3-POS-02

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 2 is referenced as 13-T3-POS-02 on the accompanying map. The area is comprised of land identified in the Rural Hill Road Detailed Neighborhood Design Plan process as potential open space. In addition, it includes three parcels along Moss Road owned by the Metropolitan Development and Housing Agency, and portions of two properties along Una Antioch Pike. These properties are located in the Rural Hill-Moss Road Detailed Design Plan. The Rural Hill-Moss Road Detailed Design Plan was adopted in 2008 as an amendment to the 2003 Update of the Antioch-Priest Lake Community Plan. The Rural Hill-Moss Road Detailed Design Plan is now included as part of the 2012 update of the Antioch – Priest Lake Community Plan. The following special policies apply to these properties. Please refer to the Rural Hill – Moss Road Detailed Design Plan located in Appendix E for additional special policy guidance that is specific to the Rural Hill-Moss Road Detailed Design Plan.

- Alternate Policy:
  - If the property is not secured for public open space use, the alternate policy is Conservation and T3 Suburban Neighborhood Evolving. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and in the T3 Suburban Neighborhood Evolving policy Area 13-T3-NE-03.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extension of the greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - Sidewalks are planned along Rural Hill Road from Mt. View Road to Took Drive near the Hickory Hollow Mall Park, Community Center, and Library complex. See the recommendations in Chapter III, Transportation Plan for additional guidance on sidewalks.
  - A multi-use path is planned along Una Antioch Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

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### 13-T3-POS-03

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 3 is referenced as 13-T3-POS-03 on the accompanying map. It is also known as Site 14 "Multi-family Site" in the Nashboro Village Planned Unit Development (PUD). It is a privately - owned parcel located on the southeast side of Nashboro Boulevard and Flintlock Court, adjacent to the pond. In 2012, the Metropolitan Planning Commission found the portion of the Planned Unit Development (PUD) for this site to be inactive (not developed), but also found that the PUD should be implemented as adopted.

The existing zoning as applied to this property provides specific zoning entitlements. The existing development rights include multi-family development of up to 144 units. Any development of this property requires a review and approval of a final development plan prior to obtaining building permits, to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment requiring approval by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the Antioch – Priest Lake Community Plan will provide guidance in the review of that amendment.

In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
  - If the property is not secured for public open space use, the alternate policy is Conservation and T3 Suburban Neighborhood Maintenance. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and in T3 Suburban Neighborhood Maintenance policy Area 13-T3-NM-04.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike route is planned along Flintlock Court. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-POS-04

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 4 is referenced as 13-T3-POS-04 on the accompanying map. It is the privately-owned Nashboro Village Golf Course on Nashboro Boulevard. The community would like to see this remain a golf course. Therefore, it has been placed in potential open space policy. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
  - If the property ceases to be used for a golf course the alternate policy is T3 Suburban Open Space. There are no special policies for this alternative policy. Therefore, guidance for these policies may be found in T3 Suburban Open Space in the Community Character Manual (CCM).
- Appropriate Land Use:
  - This area provides critical open space to the community. The site's use as a golf course is appropriate. Other uses that would be appropriate include a passive open space meaning there is limited activity in the open space (e.g. walking trails, nature reserves).

### 13-T3-POS-05

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 5 is referenced as 13-T3-POS-05 on the accompanying map. It is a Metro-owned property (due to back taxes) at the intersection of Castlegate Drive and Lake Terrace Drive. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
  - If the property is not secured for public open space use, perhaps as a community garden, the alternate policy is

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T3 Suburban Neighborhood Maintenance. Guidance for this policy may be found in T3 Suburban Neighborhood Maintenance policy Area 13-T3-NM-05 and within the T3 Suburban Neighborhood Maintenance policy in CCM.

### 13-T3-POS-06

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 6 is referenced as 13-T3-POS-06 on the accompanying map. It is a privately-owned property on Rychen Drive near Edge O'Lake Drive that would be a good location for a small neighborhood or dog park. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:

- If the property is not secured for public open space use, the alternate policy is Conservation and T3 Suburban Neighborhood Maintenance. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and within Conservation policy, and in T3 Suburban Neighborhood Maintenance policy Area 13-T3-NM-05 and within the T3 Suburban Neighborhood Maintenance policy in CCM.

### 13-T3-POS-07

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 7 is referenced as 13-T3-POS-07 on the accompanying map. It is a privately-owned property on Smith Springs Road near Castlegate Drive. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:

- If the property is not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy may be found in T3 Suburban Neighborhood Maintenance policy Area 13-T3-NM-05 and within the T3 Suburban Neighborhood Maintenance policy in CCM.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- A bike lane is planned along Smith Springs Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-POS-08

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 8 is referenced as 13-T3-POS-08 on the accompanying map. It is comprised of several privately-owned properties in the flood-prone area of Mill Creek along Antioch Pike. This area was heavily damaged during the 2010 flood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:

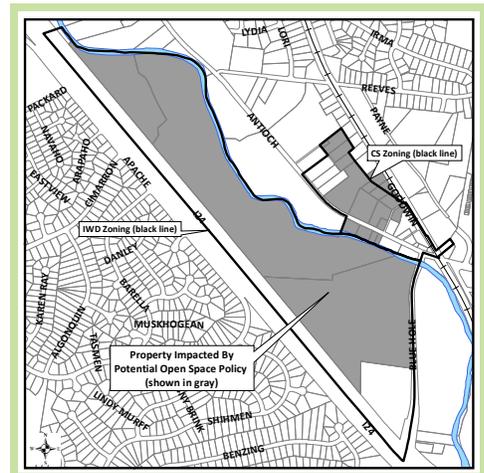
- If the property is not secured for public open space use, the alternate policy is Conservation. Guidance for this policy may be found in Conservation policy Area 13-CO-01 and within the Conservation policy in CCM.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- An extension of the Mill Creek Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- A bike lane is planned along Antioch Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)

- There are several properties zoned CS (commercial services), located along the north side of Antioch Pike, that are in the flood-prone area. If these properties are secured for public open space use, it is



# Antioch - Priest Lake Community Plan: 2012 Update

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recommended that they be rezoned to AR2a (agricultural).

- There are three properties zoned IWD (industrial warehousing and distribution), located south of Antioch Pike and west of Blue Hole Road. If these properties are secured for public open space use, it is recommended that they be rezoned to AR2a (agricultural).

### 13-T3-POS-09

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 9 is referenced as 13-T3-POS-09 on the accompanying map. It is a privately-owned property on Old Hickory Boulevard near Hobson Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:

- If the property is not secured for public open space use, the alternate policy is Conservation and District Industrial. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and in District Industrial policy Area 13-D-IN-03.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- A bike lane is planned along Old Hickory Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

### 13-T3-POS-10

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 10 is referenced as 13-T3-POS-10 on the accompanying map. It is a privately-owned property on Crossings Boulevard near Mt. View Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:

- If the property is not secured for public open space use, the alternate policy is Conservation and T3 Suburban Mixed Use Corridor. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and within Conservation policy in CCM, and in T3 Suburban Mixed Use Corridor policy Area 13-T3-CM-04 and within the Suburban Mixed Use Corridor policy in CCM.

### 13-T3-POS-11

Antioch-Priest Lake's T3 Suburban Potential Open Space Area 11 is referenced as 13-T3-POS-11 on the accompanying map. It is a privately-owned property that is part of the Ridgeview Urban Design Overlay, southeast of Bell Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:

- If the property is not secured for public open space use, the alternate policy is Conservation and T3 Suburban Neighborhood Evolving. Guidance for these policies may be found in Conservation policy Area 13-CO-01 and within Conservation policy in CCM, and in T3 Suburban Neighborhood Evolving policy Area 13-T3-NE-04 and within the T3 Suburban Neighborhood Evolving policy in CCM.

- Appropriate Land Uses

- There is an existing Urban Design Overlay (UDO) on this property – the Ridgeview UDO. The Ridgeview UDO is intended to create a neighborhood with a mixture of housing, open space, and neighborhood scaled retail. Therefore, if the property is secured for park/open space, the intent of the Ridgeview UDO should be considered where portions of the secured property are considered for housing and neighborhood scaled retail. If the property is not secured for open



### T3 SUBURBAN NEIGHBORHOOD MAINTENANCE POLICY

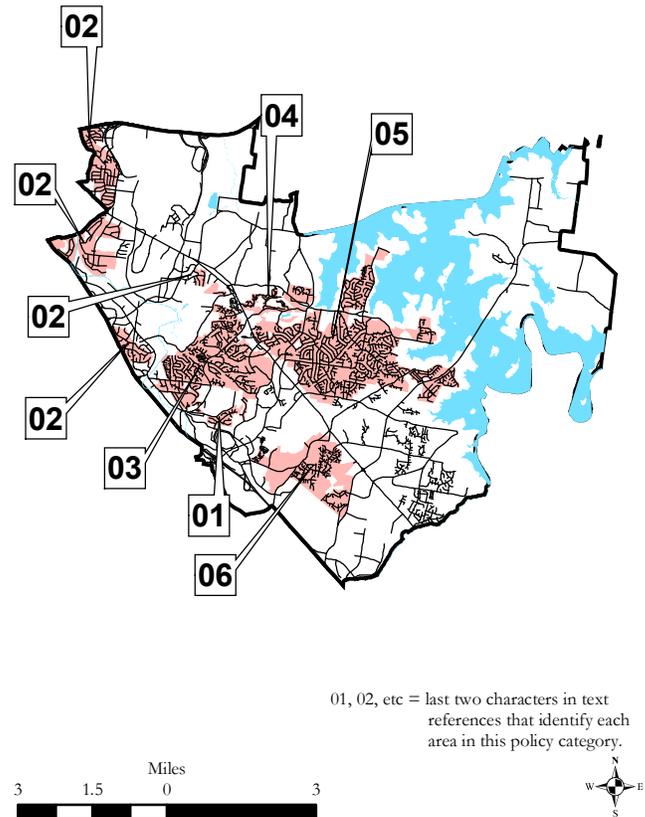
#### General Character of T3 Suburban Neighborhood Maintenance Policy Areas in the Antioch-Priest Lake Community

T3 Suburban Neighborhood Maintenance policy has been applied to suburban neighborhoods and subdivisions throughout the Antioch-Priest Lake Community. Some of these neighborhoods and subdivisions represent classic suburban development, which allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity on curvilinear streets. Classic suburban models generally separate residential and non-residential land uses, with non-residential land uses found in suburban commercial centers. It is recommended through this policy that these areas be preserved, with some improvements to vehicular and non-vehicular connectivity and, in some instances, increased housing choice. In the T3 Suburban Neighborhood Maintenance areas where this classic suburban development model does not exist, any enhancements, such as emphasizing natural features and providing connectivity, which can be made to emulate the classic suburban model, are encouraged.

Typically, classic suburban neighborhoods have homogenous building types and housing stock. Building types are typically single family detached with the majority of the housing being from similar eras. In classic suburban neighborhoods in Antioch-Priest Lake, however, the building types and housing stock is very diverse. Building types include single and two family structures, townhomes, and stacked flats. The housing stock ranges from homes built in the 1950's through the 1980s; many homes were also built within the last decade. Therefore, future development should mimic the mixture of building types that are found within the classic suburban neighborhoods and the character and form of new development should be considered on their merits.

Nature should be prominent in T3 Suburban Neighborhood Maintenance areas, and there are environmental features (floodplains and floodways, steep slopes, problem soils and sinkholes, streams and their buffers, rare plant and animal communities, headwaters, wildlife habitat, and tree cover) abutting or interspersed among many of these T3 Suburban Neighborhood Maintenance areas that should be preserved, and, if previously disturbed, remediated or reclaimed. Should any development or re-development occur near Conservation policy areas, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. In addition, the May 2010 flood brought additional attention to Antioch-Priest Lake's many waterways, including Mill Creek and its streams and tributaries. These waterways serve as recreational amenities, quality natural areas and habitats for the area's wildlife. Therefore, waterways and areas near them should also be preserved and protected through innovative stormwater management and green infrastructure techniques. For more guidance on environmentally sensitive features refer to the Conservation policy found earlier in this document. For more information on stormwater techniques refer to the General Principles in the CCM.

Suburban Neighborhood Maintenance



# Antioch - Priest Lake Community Plan: 2012 Update

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### How to Use This Guidance

The intent for T3 Suburban Neighborhood Maintenance policy is to preserve the general character of the suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Maintenance policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing character of the particular T3 Suburban Neighborhood Maintenance area; and
- Additional guidance in the Antioch-Priest Lake Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

### T3 Suburban Neighborhood Maintenance Community Character Policy Areas

The Antioch-Priest Lake Community Plan has several neighborhoods where the T3 Suburban Neighborhood Maintenance policy is applied. These neighborhoods are grouped into six areas titled “T3 Suburban Neighborhood Maintenance Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel size, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T3 Suburban Neighborhood Maintenance policy is applied, each area is different in some respect due to the factors mentioned above.

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Maintenance policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T3 Suburban Neighborhood Maintenance Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-NM-01

Antioch – Priest Lake’s T3 Suburban Neighborhood Maintenance Area 01 is referenced as 13-T3-NM-01 on the accompanying map. It consists of four subdivisions within the Rural Hill-Moss Road neighborhood. The Rural Hill-Moss Road Detailed Design Plan was adopted in 2008 as an amendment to the 2003 Update of the Antioch-Priest Lake Community Plan. The Rural Hill-Moss Road Detailed Design Plan is now included as part of the 2012 update of the Antioch – Priest Lake Community Plan. Please refer to the Rural Hill – Moss Road Detailed Design Plan located in Appendix E for special policy guidance. Where the special policy is silent, the guidance of T3 Suburban Neighborhood Maintenance Policy applies.

#### 13-T3-NM-02

Antioch-Priest Lake’s T3 Suburban Neighborhood Maintenance Area 2 is referenced as 13-T3-NM-02 on the accompanying map. It applies to a group of neighborhoods and subdivisions both sides of Murfreesboro Pike, west of the Nashville International Airport. There is another portion of 13-T3-NM-02 that is directly south of the Airport, by Old Murfreesboro Pike. Finally, the 13-T3-NM-02 policy also applies to the Bakertown neighborhood off of Antioch Pike. Area 13-T3-NM-02 contains several neighborhoods and subdivisions. Among the largest are Miro Meadows, Patricia Heights, East Glencliff, Bakertown and Curreywood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There are planned greenways along Mill Creek and tributary streams that will extend the Mill Creek greenway to

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connect to Glengarry Elementary School, Seven Oaks Park and the Metroplex Industrial Park. See the recommendations in Chapter IV Open Space Plan, for additional guidance on greenways.

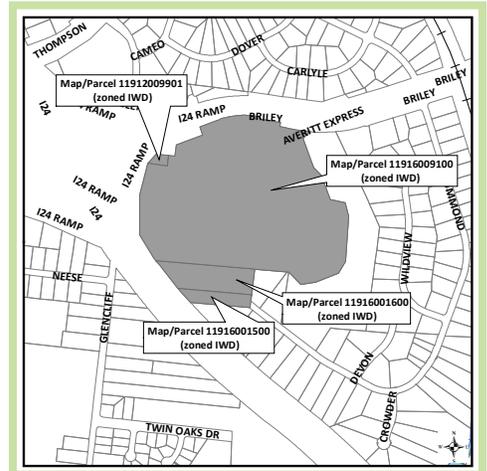
- There is a planned bike route along a small segment of Thompson Place, and along Patricia Drive, and Karen Drive. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- There is a planned bike route along Winthorne Drive, Finley Drive, and as small segments of Currey Place, and McGavock Pike. These bike routes are part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.

- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)

- There are properties in the Area 13-T3-NM-02 where the zoning and land use are inconsistent with the policy. The properties are located at the northwestern edge of the East Glenclyff neighborhood adjacent to Briley Parkway. These properties are zoned IWD and are industrial uses that are neither large enough nor appropriately located enough to warrant the application of D District Industrial policy. The industrial uses do not access the neighborhood street system, but instead have access directly to and from Briley Parkway. The intent for these properties is that their activities neither geographically expand nor intensify and that they do not gain access from the neighborhood streets.

- Historically Significant Sites or Features

- Parcels 12000006400, 12000012700, and 13401001900 are historically significant features. The Currey House and the Center Hall respectively, are considered Worthy of Conservation. The area identified as the Miro Meadows District is also considered Worthy of Conversation. The boundaries for this district include the streets Aladdin, Goodbar, Kipling, Mars, Mercury, and Venus Drives; Kirby Avenue; Kenton Place; Vultee Boulevard. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Site” in the General Principles of the Community Character Manual for additional guidance.



### 13-T3-NM-03

Antioch-Priest Lake’s T3 Suburban Neighborhood Maintenance Area 3 is referenced as 13-T3-NM-03 on the accompanying map. It applies to a group of neighborhoods and subdivisions on the west side of Murfreesboro Pike from south of Franklin Limestone Road to the area surrounding Richards Road. Area 13-T3-NM-03 includes several neighborhoods and subdivisions. Among the largest are historic Una Antioch, Pebble Creek, Piccadilly, Hunters Run, and Cambridge Forest. The following Special Policies apply in Area 13-T3-NM-03. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- There is a planned greenway along Mill Creek. See the recommendations in Chapter IV Open Space Plan, for additional guidance on greenways.
- A bike route is planned along Franklin Limestone Road. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- There is a planned bike route along Artelia Drive, Dowdy Drive, Bowfield Road, and Reeves Road. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the

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recommendations in Chapter III Transportation Plan, for additional guidance on bikeways. A multi-use path is planned along Una Antioch Pike, Rural Hill Road, and Mt. View Road. See the recommendations in Chapter III Transportation Plan, for additional guidance on greenways.

- There are planned bike lanes along Antioch Pike and Murfreesboro Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on greenways.
- Historically Significant Sites or Features
  - Parcels 14802007200, 14803017900, 14800012900, and 14816001900 are historically significant features. The Luna House, Templeton House/Country Manor, and the Old Jones House respectively, are all considered Worthy of Conservation. Parcel 14816001600, named the Locust Hill is listed on the National Register of Historic Places. Because of the historic designations of the properties listed below, owners of these private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the Community Character Manual for additional guidance:

### 13-T3-NM-04

Antioch-Priest Lake’s T3 Suburban Neighborhood Maintenance Area 4 is referenced as 13-T3-NM-04 on the accompanying map. It applies to the Nashboro Village neighborhood east of Murfreesboro Pike.

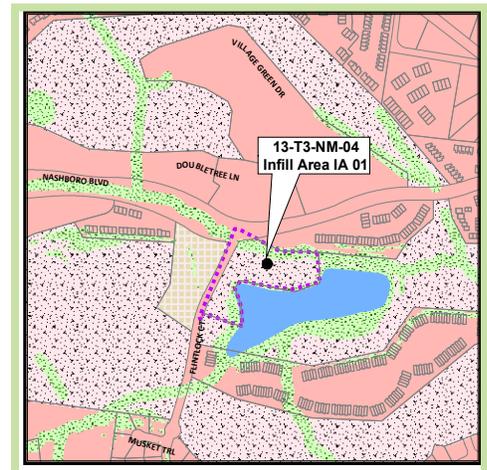
The existing zoning as applied to this property provides specific zoning entitlements. The existing development rights include multi-family development of up to 144 units. Any development of this property requires a review and approval of a final development plan prior to obtaining building permits, to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment requiring approval by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the Antioch – Priest Lake Community Plan will provide guidance in the review of that amendment.

Below are the special policies that apply to this policy area. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Infill Area 01 (refer to the accompanying graphic)

This infill area is referenced as “Site 14 -Multi-family Site” in the Nashboro Village Planned Unit Development (PUD). This infill area is identified to reflect existing development rights on the property and is not intended to suggest intensity beyond what is approved. It is located on the southeast side of Nashboro Boulevard and Flintlock Court, adjacent to the pond. The Metropolitan Planning Commission found the portion of the Planned Unit Development (PUD) for this site to be inactive, but also found that the PUD should be implemented as adopted. The following special policies, developed during discussions with stakeholders during the Antioch – Priest Lake Community Plan Update process, reflect a balance between the existing development rights, community vision, and sound planning principles.

- Alternate Policy
  - This site is also considered for T3 Suburban Potential Open Space. It is referenced as 13-T3-POS-03. If the property is not secured for public open space use, the alternate policy is Conservation and an infill area in T3 Suburban Neighborhood Maintenance. Guidance for these



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policies may be found in Conservation policy Area 13-CO-01 and within Conservation policy in CCM, and in the special policies below.

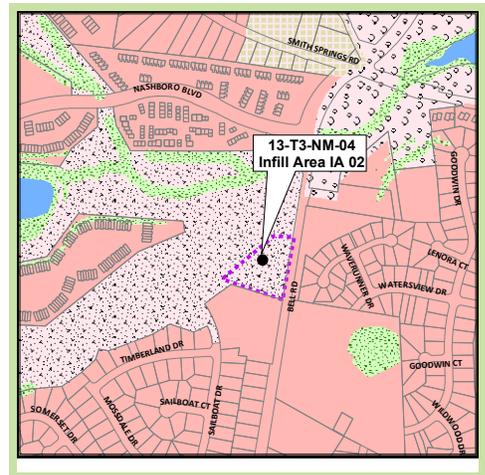
- Appropriate Land Uses
  - Appropriate land uses include Assisted Living or Residential Multi-family.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Development should be in character with the overall character of development in Nashboro Village.
  - Building heights should not exceed 4 stories.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Any development should provide public access to the pond.
  - A bike route is planned along Flintlock Court. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Parking
  - If possible, parking should be located behind or beside the building. If parking is not located behind or beside the building, ample landscaping should be provided to buffer the view of parking from the street.

Infill Area 02 (refer to the accompanying graphic)

This infill area is referenced as “Site 25 - 100 Unit Tower” in the Nashboro Village Planned Unit Development (PUD). This infill area is identified to reflect existing development rights on the property and is not intended to suggest intensity beyond what is approved. It is located on Bell Road, on the Nashboro Village Golf Course. The Metropolitan Planning Commission found the PUD to be inactive for this site, and recommended that the PUD be amended to remove the five story building and add a note that residential uses, not to exceed 100 units, consistent with the scale of development along Bell Road within this PUD, could be considered as a future revision.

The following special policies, developed during discussions with stakeholders during the Antioch – Priest Lake Community Plan Update process, reflect a balance between the existing development rights, community vision, and sound planning principles.

- Appropriate Land Uses
  - Residential
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Development of this site should be consistent with the character of development on Bell Road which is primarily residential. Single-family residential is the existing primary building type, therefore structures that appear as single-family may be appropriate.
  - Buildings should front onto Bell Road and have moderate setbacks.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike lane is planned along Bell Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network and pedestrian connections.



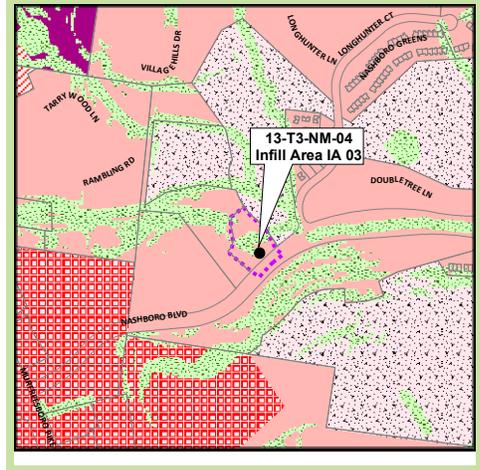
# Antioch - Priest Lake Community Plan: 2012 Update

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Infill Area 03 (refer to the accompanying graphic)

This infill area is referenced as “Site 27 - Day Care Center” in the Nashboro Village Planned Unit Development (PUD). This infill area is identified to reflect existing development rights on the property and is not intended to suggest intensity beyond what is approved. It is located at the corner of Nashboro Village Boulevard and Long Hunter Lane. The Metropolitan Planning Commission found that the PUD is inactive for this site, but found that the PUD should continue to be implemented as adopted. Development rights include a day care center. Zoning on the property is RM6 – residential, multi-family at six units per acre. The following special policies, developed during discussions with stakeholders during the Antioch – Priest Lake Community Plan Update process, reflect a balance between the existing development rights, community vision, and sound planning principles.

- Appropriate Land Uses
  - Appropriate land uses include Day Care Center. The day care center should develop in a manner that is consistent with all applicable state regulations, particularly as state regulations relate to buffers and fencing along Nashboro Boulevard, to ensure the safety of children along the busy corridor.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike lane exists along Nashboro Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.



### Design Principles for the remainder of the 13-T3-NM-04 policy area:

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There is a bike route planned along Franklin Limestone Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Historically Significant Sites or Features
  - Parcel 13500024700 named Gran Dale, is a historically significant featured, that is considered Worthy of Conservation. Because of the historic designations of the properties listed below, owners of these private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the Community Character Manual for additional guidance:

### 13-T3-NM-05

Antioch-Priest Lake’s T3 Suburban Neighborhood Maintenance Area 5 is referenced as 13-T3-NM-05 on the accompanying map. It applies to a group of neighborhoods and subdivisions on the east side of Murfreesboro Pike mainly between Mt. View Road to the south and Bell Road to the north. Subdivisions and neighborhoods in this area include Edge O’Lake, Forest View Park, The Country, Towne Village of the Country, and Long Hunter Chase. The following Special Policies apply in Area 13-T3-NM-05. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
  - Housing types vary widely in Area 13-T3-NM-05. This pattern is planned to be continued as the area develops over time with the intent of maintaining the compatible housing choices that exist here. However, sensitivity to the surrounding context of each development approval should also be considered.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There is a greenway planned along an unnamed stream just east of the intersection of Murfreesboro Pike and Hamilton Church Road. See the recommendations in Chapter IV, Open Space Plan, for additional guidance and information on

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greenways.

- Bike lanes are planned along Murfreesboro Pike, Bell Road, Smith Springs Road, Anderson Road, Mt. View Road west of Murfreesboro Pike, and Hobson Pike. A bike route is planned along Ravine Drive, Sailboat Drive, Edge O'Lake Drive, and Rural Hill Road. The bike routes are part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Sidewalks are planned along Anderson Lane between Bell Road and Smith Springs Road. See the recommendations in of Chapter III, Transportation Plan, for additional guidance on sidewalks.

#### 13-T3-NM-06

Antioch-Priest Lake's T3 Suburban Neighborhood Maintenance Area 6 is referenced as 13-T3-NM-06 on the accompanying map. It applies to a group of neighborhoods and subdivisions on the west side of Murfreesboro Pike between Mt View Road to the north and Old Hickory Boulevard to the south. Subdivisions and neighborhoods in this area include Belle Forge Village, Baby Ruth Lane, Summerfield, and Provincetown. The following Special Policies apply in Area 13-T3-NM-06. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)

- The future Southeast Parkway is planned to cross the southern portion of this area. Development along the future Parkway will have limited access to the Parkway. This will affect options for building placement along the future Parkway. The preferred building placement is for new development to face onto frontage roads or bands of open space that parallel the future Parkway. Other options for building placement along the future Parkway will be considered on their merits with special consideration given to the sensitive treatment and incorporation of environmental and open space features into the development design.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- Greenways are planned along a system of un-named streams though this area. There is also a planned greenway along the proposed Southeast Parkway. See the recommendations in Chapter IV, Open Space Plan, for additional guidance and information on greenways and Chapter III Transportation Plan for additional guidance on the proposed Southeast Parkway.
- There is a planned multi-use path on Mt. View Road from Crossings Boulevard to Baby Ruth Lane. There is a planned bike route along Mt. View Road from Baby Ruth Lane to Murfreesboro Road. There are planned bike lanes along Old Hickory Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.

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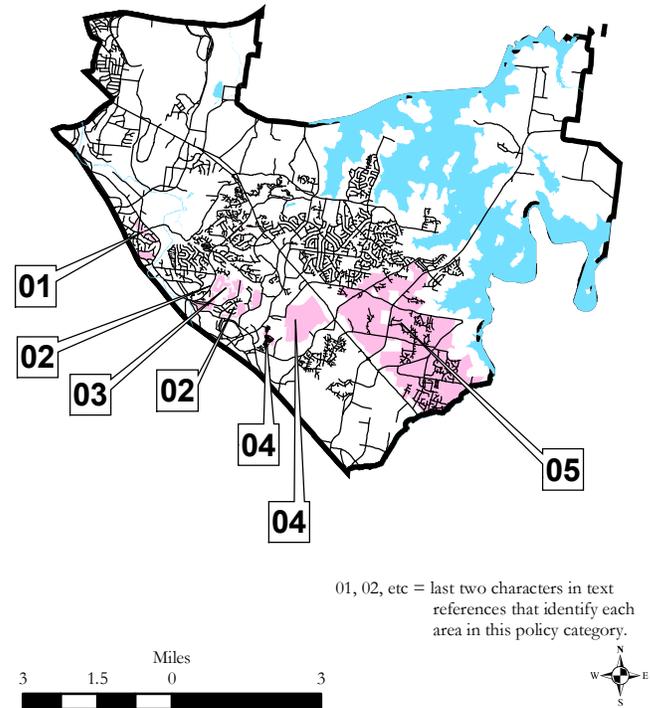
T3 SUBURBAN NEIGHBORHOOD EVOLVING POLICY

Suburban Neighborhood Evolving

General Character of T3 Suburban Neighborhood Evolving Policy Areas in the Antioch-Priest Lake Community

T3 Suburban Neighborhood Evolving policy has been applied to emerging suburban neighborhoods and subdivisions throughout the Antioch-Priest Lake Community. The T3 Suburban Neighborhood Evolving policy is applied because these areas are envisioned to support new suburban-style residential development in the future. New development and redevelopment in this area are encouraged to emulate the classic suburban model in terms of generally curvilinear streets and the prominence of nature, but with more housing options, more intensity, and a higher level of connectivity and greater transportation choice.

Nature should be prominent in T3 Suburban neighborhoods, and there are environmental features (floodplains and floodways, steep slopes, problem soils and sinkholes, streams and their buffers, rare plant and animal communities, headwaters, wildlife habitat, and tree cover) abutting or interspersed among these T3 Suburban Neighborhood Evolving areas that should be preserved, and, if previously disturbed, remediated or reclaimed. Should any development or re-development occur near Conservation policy areas, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. In addition, the May 2010 flood brought additional attention to Antioch-Priest Lake’s many waterways, including Mill Creek and its streams and tributaries. These waterways serve as recreational amenities, quality natural areas and habitats for the area’s wildlife. Therefore, waterways and areas near them should also be preserved and protected through innovative stormwater management and green infrastructure techniques. For more guidance on environmentally sensitive features refer to the Conservation policy earlier in this document. For more information on stormwater techniques refer to the General Principles in the CCM.



How to Use This Guidance

The intent for T3 Suburban Neighborhood Evolving policy is to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Evolving policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The proposed character of the particular T3 Suburban Neighborhood Evolving area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies.

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Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Evolving policy and the General Principles in the CCM are controlling.

### T3 Suburban Neighborhood Evolving Community Character Policy Areas

The Antioch-Priest Lake Community Plan has five areas where the T3 Suburban Neighborhood Evolving policy is applied. These areas are titled “T3 Suburban Neighborhood Evolving Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Evolving policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Evolving Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-NE-01

Antioch – Priest Lake’s T3 Suburban Neighborhood Evolving Area 01 is referenced as 13-T3-NE-01 on the accompanying map. It consists of a multifamily area along Bakertown Road and single-and two-family housing along Ezell Road, Spann Drive, Cherokee Court, Cherokee Hills Drive, and Gasser Drive in the Bakertown neighborhood. The Bakertown SP was adopted for this area to implement the community character policies. No Special Policies apply in Area 13-T3-NE-01. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Evolving Policy applies.

#### 13-T3-NE-02

Antioch – Priest Lake’s T3 Suburban Neighborhood Evolving Area 02 is referenced as 13-T3-NE-02 on the accompanying map. It consists of undeveloped land within the Rural Hill-Moss Road neighborhood. Note that there are two Neighborhood Evolving Areas within the Rural Hill-Moss Road neighborhood. Area 13-T3-NE-02 is distinctive because it was envisioned to be smaller lots with some rear access. The Rural Hill-Moss Road Detailed Design Plan was adopted in 2008 as an amendment to the 2003 Update of the Antioch-Priest Lake Community Plan. The Rural Hill-Moss Road Detailed Design Plan is now included as part of the 2012 update of the Antioch – Priest Lake Community Plan. Please refer to the Rural Hill – Moss Road Detailed Design Plan located in Appendix E for special policy guidance. Where the special policy is silent, the guidance of T3 Suburban Neighborhood Evolving Policy applies.

#### 13-T3-NE-03

Antioch – Priest Lake’s T3 Suburban Neighborhood Evolving Area 03 is referenced as 13-T3-NE-03 on the accompanying map. It consists of undeveloped land within the Rural Hill-Moss Road neighborhood. Note that there are two Neighborhood Evolving Areas within the Rural Hill-Moss Road neighborhood. Area 13-T3-NE-03 is distinctive because it was envisioned to be larger rural lots. The Rural Hill-Moss Road Detailed Design Plan was adopted in 2008 as an amendment to the 2003 Update of the Antioch-Priest Lake Community Plan. The Rural Hill-Moss Road Detailed Design Plan is now included as part of the 2012 update of the Antioch – Priest Lake Community Plan. Please refer to the Rural Hill – Moss Road Detailed Design Plan located in Appendix E for special policy guidance. Where the special policy is silent, the guidance of T3 Suburban Neighborhood Evolving Policy applies.

#### 13-T3-NE-04

Antioch-Priest Lake’s T3 Suburban Neighborhood Evolving Area 4 is referenced as 13-T3-NE-04 on the accompanying map. It applies to a large, mostly undeveloped area on the west side of Murfreesboro Pike between Hamilton Church Road and Mt. View Road. Area 13-T3-NE-04 also contains the Ridgeview Urban Design Overlay (UDO), which was adopted in 2003 and was under development at the time of this plan update. The following Special Policies apply in Area 13-T3-NE-04. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

## **Antioch - Priest Lake Community Plan: 2012 Update**

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- A greenway is planned along the unnamed stream that bisects the area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Connectivity (Vehicular)
  - Street connections are proposed in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on planned street connections.

#### 13-T3-NE-05

Antioch-Priest Lake's T3 Suburban Neighborhood Evolving Area 5 is referenced as 13-T3-NE-05 on the accompanying map. It applies to a large area on the east side of Murfreesboro Pike between Mt. View Road to the north and the Nashville/Davidson County line to the south. Area 13-T3-NE-05 includes several neighborhoods and subdivisions that are in various stages of approval or development. These include Windhaven Shores, Four Corners, Lakewalk, Lakewood Village, Hamilton Chase, South Shore, Maxwell, and Hickory Woods Estates. The following Special Policies apply in Area 13-T3-NE-05. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - An extensive greenway network is planned for this area. Most of the greenways are planned to follow the area's numerous streams. One is also planned along a TVA easement that bisects the area near Hobson Pike and one is planned along another TVA easement that parallels Murfreesboro Pike. One of the stream-based greenways would follow a portion of Old Hickory Boulevard for part of its distance. See the recommendations in Chapter IV, Open Space Plan, for additional guidance and information on greenways.
  - There are bike lanes planned along Murfreesboro Pike, Mt. View Road, and Hobson Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Historically Significant Sites or Features
  - Parcels 15000013500, 16400005900, 16500006300, 16500002700, 16500006100, and 17500007600 are historically significant features. The Double Pen house, the Single Pen House, the Cone House, two Stone Cottages, and the Center Hall house respectively are all considered Worthy of Conservation. Because of the historic designations of the properties listed below, owners of these private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the Community Character Manual for additional guidance:

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**T3 SUBURBAN NEIGHBORHOOD CENTER POLICY**

**Suburban Neighborhood Center**

**General Character of T3 Suburban Neighborhood Centers in the Antioch - Priest Lake Community**

T3 Suburban Neighborhood Center policy has been applied to suburban commercial areas at various intersections within suburban neighborhoods. They include Haywood Lane and Antioch Pike/Richards Road, Una Antioch Pike and Blue Hole Road, Cedar Ash Xing and Monroe Xing (Provincetown Neighborhood), Lavergne – Couchville Pike and Hamilton Church Road, Smith Springs Parkway and Hobson Pike, Smith Springs Road and Anderson Road, Smith Springs Road and Bell Road, and Smith Springs Road and Old Murfreesboro Pike. The T3 Suburban Neighborhood Center policy encourages neighborhood-scaled, pedestrian friendly centers with a mix of commercial, office, mixed use, civic and public benefit land uses. Any residential is present only in mixed use buildings. These centers are generally located at intersections of prominent suburban streets and they serve suburban neighborhoods within a five minute drive.

**How to Use This Guidance**

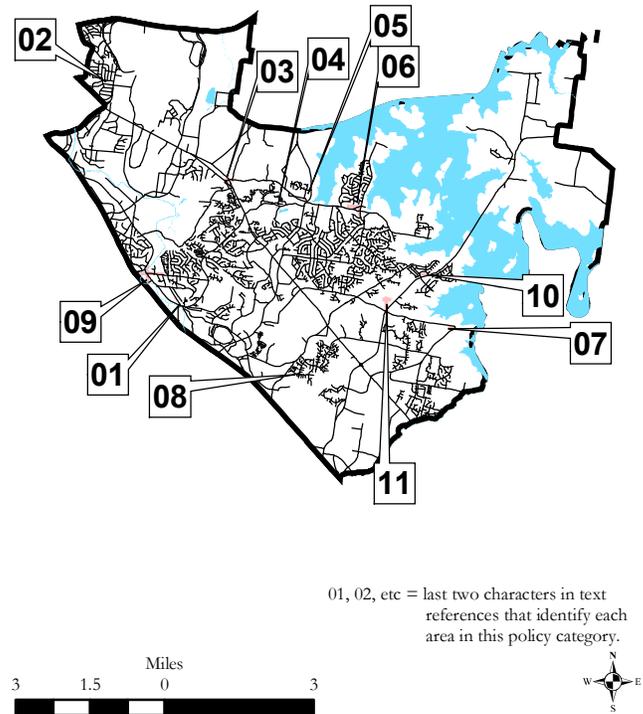
The intent for T3 Suburban Neighborhood Center policy is to enhance or create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the Antioch - Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Center policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular T3 Suburban Neighborhood Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch - Priest Lake Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Center policy and the General Principles in the CCM are controlling.

**T3 Suburban Neighborhood Center Community Character Policy Areas**

The Antioch – Priest Lake Community Plan has eleven areas where the T3 Suburban Neighborhood Center policy is applied. They are titled “T3 Suburban Neighborhood Center Policy Area” in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.



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### Special Policies

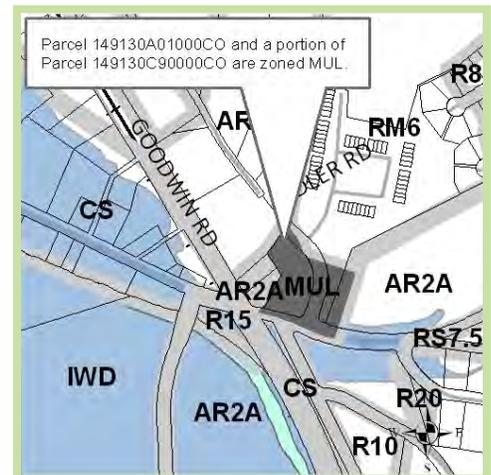
The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-NC-01

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 1 is referenced as 13-T3-NC-01 on the accompanying map. It applies to the portion of Una Antioch Pike, Hickory Hollow Parkway, and Blue Hole Road that is considered the historic Antioch neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
  - There are environmental features (floodplains, steep slopes, problems soils) within parts of this T3 Suburban Neighborhood Center. Should any re-development occur, it should be arranged to minimize the disturbance of the flood-prone areas. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation Policy Area 13-CO-01.
- Design Principle: Connectivity (Pedestrian / Bicycle)
  - There is a planned greenway along a small stream that is a Mill Creek tributary this is planned to connect the existing Mill Creek Greenway on the west side of Blue Hole Road to areas within the Rural Hill Road Neighborhood. This planned greenway should be taken into account with development proposals. See the recommendations in Chapter IV Open Space Plan, for additional guidance on greenways.
  - A multi-use path is planned along Una Antioch Pike from Blue Hole Road to Murfreesboro Pike. Bike lanes are planned along Antioch Pike from Blue Hole Road to Harding Place and Blue Hole Road from Antioch Pike to Old Hickory Boulevard. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcels 149130A01000CO and a portion of 149130C90000CO are zoned MUL and are inconsistent with the T3 Suburban Neighborhood Center policy. These parcels were envisioned to develop as a neighborhood center component of a larger residential Planned Unit Development. While this zoning district does allow mixed use development, the MUL zoning district has a higher floor area ratio (FAR) and may be more intense than the T3 Suburban Neighborhood Center Policy envisions. These parcels are also impacted by the four point intersection between Una Antioch Pike and Blue Hole Road and the Mill Creek floodplain. Therefore a less intense zoning district would be appropriate. The zoning district MUN-A allows for mixed-use development, but it is less intense than MUL at this impacted intersection.



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### 13-T3-NC-02

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 2 is referenced as 13-T3-NC-02 on the accompanying map. It applies to the Vultee Boulevard and Briley Parkway intersection. No Special Policies apply in Area 13-T3-NC-02. Therefore, the guidance of the T3 Suburban Neighborhood Center policy applies.

### 13-T3-NC-03

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 3 is referenced as 13-T3-NC-03 on the accompanying map. It applies to the Smith Springs Road and Old Murfreesboro Pike intersection. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Access
  - Parcels 13500008400, 13500008200, and 13500008100 have frontage on Murfreesboro Pike, Smith Springs Road, and Old Murfreesboro Pike, with Old Murfreesboro Pike providing secondary access road for these parcels. This area of Murfreesboro Pike has significant congestion during peak travel times. Therefore, if these parcels develop in the future, primary access should be from Old Murfreesboro Pike and not Murfreesboro Pike or Smith Springs Road to encourage better access management.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Buildings are encouraged to orient toward Old Murfreesboro Pike or frame the Old Murfreesboro Pike/Smith Springs Road corner. In all cases, parking should be behind or beside the building with driveway access on Old Murfreesboro Pike.
- Design Principle: Connectivity (Pedestrian / Bicycle)
  - A bike lane is planned along Smith Springs Road and Murfreesboro Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Landscaping
  - Because of the building orientation recommendation above, parking may be oriented toward Murfreesboro Pike. Therefore dense landscaping should be used to shield parking areas from view of Murfreesboro Pike.
- Non-Conforming and Inconsistent Land Uses
  - There are properties in this neighborhood center that are zoned CS (Commercial Services). CS zoning is inconsistent with the T3 Suburban Neighborhood Center policy. Over time, the properties should be rezoned to a zoning district that is consistent with the policy.
- Historically Significant Sites or Features
  - Parcels 13500008200 and 13500023600 are historically significant features. The first parcel is unnamed and considered Worthy of Conservation. The second parcel is the Ellis Service Station and Garage and is a National Historic Register property. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix C for a listing of historic features and "Historically Significant Areas and Site" in the General Principles of the Community Character Manual for additional guidance.

### 13-T3-NC-04

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 4 is referenced as 13-T3-NC-04 on the accompanying map. It applies to property at the corner of Nashboro Boulevard and Flintlock Court intersection. This parcel is referred to as "Site 15" in the Nashboro Village Planned Unit Development (PUD).

The existing zoning as applied to this property provides specific zoning entitlements. Any development of this property requires a review and approval of a final development plan to ensure consistency with the existing entitlements and conditions prior to obtaining building permits. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning,

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an amendment requiring approval by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the Antioch – Priest Lake Community Plan will provide guidance in the review of that amendment.

Below are the special policies that apply to this policy area. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Appropriate Land Uses
  - Limit land uses to neighborhood retail.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Buildings should not exceed 1 story in height.
  - To encourage a pedestrian friendly streetscape, buildings should frame Nashboro Village or Flintlock Court. Where buildings cannot frame the street, other features such as courtyards, patio spaces, and out-door dining areas should frame the street.
- Design Principle: Connectivity (Pedestrian and Bicycle)
  - Sidewalks and crosswalks should be provided at the intersection of Flintlock Court and Nashboro Village Boulevard to help pedestrians travel safely to and from the center. Additional pedestrian connections may be warranted to facilitate convenient access to and from the commercial center.
  - There is an existing bike lane on Nashboro Boulevard that should remain. There is also a planned bike route along Flintlock Court. This bike route is part of a neighborhood bike loop that was planned to accommodate varying comfort levels of bicyclists. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Landscaping
  - A landscape buffer should be provided along the adjacent townhome development.
- Design Principle: Lighting
  - Lighting should be pedestrian scaled and projected downward.
- Design Principle: Parking
  - With exceptional design, one row of parking may be located in front of the building. To create a traditional neighborhood center character, this parking is encouraged to be designed as parallel parking. The remainder of parking should be located behind or beside the building. Where appropriate, ample landscaping should be provided to buffer the view of parking from the street.

### 13-T3-NC-05

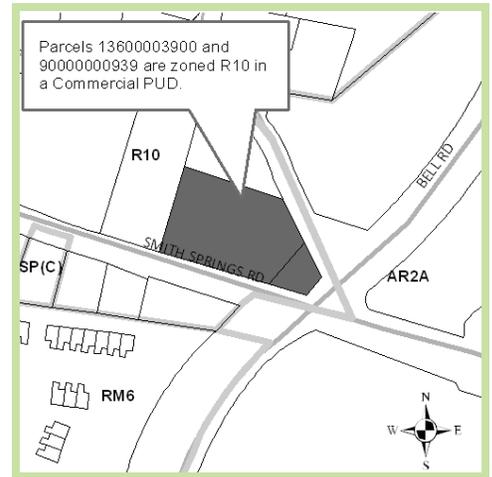
Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 5 is referenced as 13-T3-NC-05 on the accompanying map. It applies to the Smith Springs and Bell Road intersection. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Access
  - Some properties in this neighborhood center have double frontage, but only take access from Old Smith Springs Road. If commercial, office, or mixed use land uses develop in this area, access management and the consolidation of access points should be a consideration.
- Design Principle: Connectivity (Pedestrian and Bicycle)
  - A bike lane is planned along Smith Springs Road. There is an existing bike lane on Bell Road. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.

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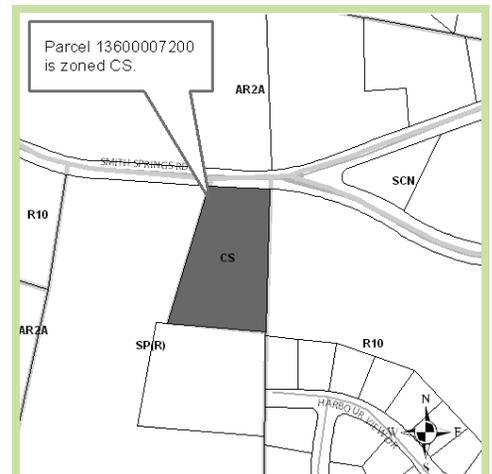
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcels 13600003900 and 90000000939 are a commercial planned unit development (PUD) with base zoning of R10. In the future, this development plan may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.
  - The majority of parcels in this neighborhood center are zoned R10 and are inconsistent with the T3 Suburban Neighborhood Center policy. Over time, the parcels should be rezoned to a zoning district that is consistent with the policy.



### 13-T3-NC-06

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 6 is referenced as 13-T3-NC-06 on the accompanying map. It applies to the intersection of Smith Springs Road and Anderson Road intersection. In this policy area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Connectivity (Pedestrian and Bicycle)
  - Sidewalks are planned along Anderson Road, south of Smith Springs Road. See the recommendations in Chapter III Transportation Plan for additional guidance on sidewalks.
  - There is planned bike lane along Smith Springs Road. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcel 13600007200 is zoned CS and is inconsistent with the T3 Suburban Neighborhood Center policy. Over time, this parcel should be rezoned to a zoning district that is consistent with the policy.
  - There are parcels in this neighborhood center that are zoned AR2a and SCN and are also a commercial planned unit development (PUD). In the future, this development plan may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.



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### 13-T3-NC-07

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 7 is referenced as 13-T3-NC-07 on the accompanying map. It applies to the location where Hamilton Church Road turns into Lavergne Couchville Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcel 16500002100 is zoned CS and is inconsistent with the T3 Suburban Neighborhood Center policy. Over time, this parcel should be rezoned to a zoning district that is consistent with the policy.
  - There are parcels in this neighborhood center that are zoned AR2a and are also a commercial planned unit development (PUD). The PUD was approved for a night club, motel, and pool in 1973. In the future, this development plan may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.



### 13-T3-NC-08

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 8 is referenced as 13-T3-NC-08 on the accompanying map. It applies to the Provincetown Neighborhood Center located at Cedar Ash Xing and Monroe Xing.

The neighborhood center at Cedar Ash Xing and Monroe Xing is an existing commercial PUD. The existing zoning as applied to this property provides specific zoning entitlements. Any development of this property requires a review and approval of a final development plan prior to obtaining building permits, to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment requiring approval by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the Antioch – Priest Lake Community Plan will provide guidance in the review of that amendment.

The policy area does not contain any other unique features that warrant Special Policies; therefore the guidance of the T3 Suburban Neighborhood Center policy applies.

### 13-T3-NC-09

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 9 is referenced as 13-T3-NC-09 on the accompanying map. It applies to the Antioch Pike and Haywood Lane area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Connectivity (Pedestrian and Bicycle)
  - There is a planned greenway along Mill Creek. See the recommendation in Chapter IV Open Space Plan, for additional guidance.
  - There is planned bike lane along Antioch Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - There are environmental features (flood prone areas, steep slopes, problems soils) within parts of this T3 Suburban Neighborhood Center. Should any re-development occur, it should be arranged to minimize the disturbance of the

flood-prone areas. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation Policy Area 13-CO-01.

- Non-Conforming and Inconsistent Land Uses

- The majority of parcels in this neighborhood center are zoned CS and is inconsistent with the T3 Suburban Neighborhood Center policy. Over time, these parcels should be rezoned to a zoning district that is consistent with the policy.
- There are parcels zoned AR2a, CL, and CS, but are also commercial planned unit developments (PUD). CL is an appropriate zoning district in the T3 Suburban Neighborhood Center policy. In any case, however, if significant changes to the plans are sought in the future, these development plans may require additional review. In that case, the T3 Suburban Neighborhood Center and these special policies may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.

### 13-T3-NC-10

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 10 is referenced as 13-T3-NC-10 on the accompanying map. It applies to the intersection of Hobson Pike and Smith Springs Parkway.

The existing zoning as applied to this property provides specific zoning entitlements. The existing development rights include multi-family development of up to 144 units. Any development of this property requires a review and approval of a final development plan prior to obtaining building permits, to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment requiring approval by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the Antioch – Priest Lake Community Plan will provide guidance in the review of that amendment.

In this policy area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Appropriate Land Uses

- Limit land uses to neighborhood retail.

- Design Principle: Access

- Access should come from Smith Springs Parkway and Derbyshire Drive, not Hobson Pike. Access points should align with Cambridge Drive and the un-named cul-de-sac on Derbyshire Drive.

- Design Principle: Building Form (Mass, Orientation, Placement)

- To encourage a pedestrian friendly streetscape, buildings should frame Hobson Pike. Where buildings cannot frame the street, other features such as courtyards, patio spaces, and out-door dining areas should frame the street.

- Design Principle: Connectivity (Pedestrian and Bicycle)

- Sidewalks and crosswalks should be provided along Smith Springs Parkway to help pedestrians travel safely to and from the center. Additional pedestrian connections may be warranted to facilitate convenient access to and from the commercial center.

- There is planned bike lane along Hobson Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.

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- Design Principle: Parking

- With exceptional design, one row of teaser parking may be located in front of the building. To create a traditional neighborhood center character, the teaser parking is encouraged to be designed as parallel parking. The remainder of parking should be located behind or beside the building. Where appropriate, ample landscaping should be provided to buffer the view of parking from the street.

### 13-T3-NC-11

Antioch - Priest Lake's T3 Suburban Neighborhood Center Area 11 is referenced as 13-T3-NC-11 on the accompanying map. It applies to the Hamilton Church Road and Hobson Pike intersection. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Connectivity ( Pedestrian/Bicycle)

- There is a planned bike lane along Hobson Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.

- Non-Conforming and Inconsistent Land Uses

- There are properties in this neighborhood center that are zoned CS. This zoning district is inconsistent with the T3 Suburban Neighborhood Center policy. Overtime they should be rezoned to a zoning district that is consistent with policy.

- Historically Significant Sites or Features

- Parcel 15000013500 is a historically significant feature. It is a Double Pen House and Worthy of Conservation. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix C for a listing of historic features and "Historically Significant Areas and Site" in the General Principles of the Community Character Manual for additional guidance.

### T3 SUBURBAN COMMUNITY CENTER POLICY

#### General Character of T3 Suburban Community Centers in the Antioch - Priest Lake Community

T3 Suburban Community Center policy has been applied to primary intersections along Murfreesboro Pike and to commercial areas at the Bell Road and Interstate 24 and surrounding the Hickory Hollow Mall. Currently, these suburban community centers are primarily commercial with no residential. Where residential does exist, it is oriented toward the Bell Road or Murfreesboro Pike corridor. The T3 Suburban Community Center policy envisions these areas to be pedestrian friendly, with multiple-story, mixed use buildings. In suburban areas, this may be a daunting task considering that market and land costs do not always encourage multi-story mixed use development. The proliferation of vacant 'big-box' structures that were a result of the recession also makes it more difficult to create a mixed-use environment. Therefore, in order for these areas to fully realize the character and form described in T3 Suburban Community Center policy, redevelopment of sites should include the ability to retrofit in the future with the re-use of vacant 'big-box' structures, reconfigured parking areas for the creation of additional buildings and street networks in the future, out-parceling to create street walls, and access for future connectivity to surrounding residential.

#### How to Use This Guidance

The intent for T3 Suburban Community Center policy is to enhance suburban community centers encouraging their redevelopment as intense, mixed use areas that are compatible with the general character of the suburban neighborhood as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the Antioch - Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

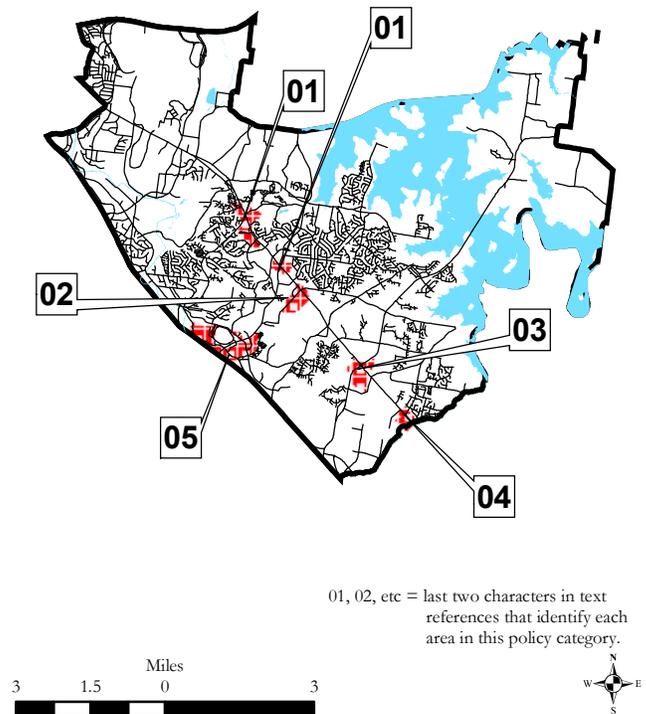
- The T3 Suburban Community Center Policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular T3 Suburban Community Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch - Priest Lake Community Plan including any Special Policies for the particular T3 Suburban Community Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Community Center policy and the General Principles in the CCM are controlling.

#### T3 Suburban Community Center Community Character Policy Areas

The Antioch - Priest Lake Community Plan has five areas where the T3 Suburban Community Center policy is applied. These

### Suburban Community Center



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are titled “T3 Suburban Community Center Policy Area” in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Community Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Community Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-CC-01

Antioch - Priest Lake's T3 Suburban Community Center Area 1 is referenced as 13-T3-CC-01 on the accompanying map. It applies to Murfreesboro Pike, from Ransom Place to Edge O' Lake Drive as well as the intersection of Murfreesboro Pike and Bell Road. The Murfreesboro Pike Bus Rapid Transit (BRT) Lite will service Murfreesboro Pike from Downtown Nashville to Bell Road and the Hickory Hollow Mall area. These areas are significant nodes along this route. Therefore, any development that occurs in this area should consider Transit Oriented Development (TOD). The following special policies provide guidance to help achieve TOD development pattern. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Appropriate Land Uses
  - Provide mixed-uses, residential, office, civic and public benefit land uses that would generate daily transit users. Mixed-use, civic and public benefit land uses, and other daily convenience land uses should be located directly adjacent to future transit stations to serve transit riders. Office land uses should serve as a buffer between more intense mixed-use development and less intense residential development located behind Murfreesboro Pike and Bell Road. Residential development should be located on the outer edge of the TOD development in the form of townhomes, staked flats, or live work. Single family development in the form of cottage-courts may be considered in appropriate locations near the transit station.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Sidewalks are planned along Murfreesboro Pike. See the recommendations in Chapter III Transportation Plan for additional guidance on sidewalks.
  - At the Nashboro Village/Murfreesboro Pike/Una Antioch Pike intersection there are planned and existing bike facilities. There is a planned multi-use path along Una Antioch Pike and a planned bike lane along Murfreesboro Pike, and there is an existing bike lane along Nashboro Village that should remain. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
  - Bike storage and/or parking are encouraged.
- Design Principle: Density / Intensity
  - Residential net density near transit stations should be a minimum range of 7 – 15 du/acre to support transit. Development intensity in may result in buildings 1 – 3 stories with moderate building footprint square footage.
- Design Principle: Parking
  - To promote the use of transit, excessive parking areas are not encouraged. In TOD areas, maximum parking levels are encouraged for development adjacent to transit stations.

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- Non-Conforming and Inconsistent Land Uses

- The majority of parcels in this community center are zoned CS. Two parcels are zoned R10. These zoning districts are inconsistent with the T3 Suburban Community Center Policy. Over time, these parcels should be rezoned to a zoning district that is consistent with the policy.
- Parcel 14900023600 is zoned CS on the front portion and OR20 on the back portion. Over time, this parcel should be rezoned to OR20 with a site based zoning district to ensure design objectives.
- Commercial planned unit developments (PUDs) are applied to the majority of these T3 Suburban Community Center areas. The base zoning districts within these PUDs include CS, AR2a, R15, and R10 zoning. In the future, the development plans for each of these PUDs may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Community Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.

- Historically Significant Sites or Features

- Parcel 14908002000 is a historically significant feature. It is the Travelers Court Motel and is considered Worthy of Conservation. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Site” in the General Principles of the Community Character Manual for additional guidance.

### 13-T3-CC-02

Antioch - Priest Lake’s T3 Suburban Community Center Area 2 is referenced as 13-T3-CC-02 on the accompanying map. It applies to the intersection of Murfreesboro Pike and Hamilton Church Road. This intersection marks the northern boundary of a potential Murfreesboro Pike Urban Design Overlay (UDO) (See Implementation Chapter XX). Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Appropriate Land Uses

- To encourage a mixture of uses that support future transit along Murfreesboro Pike, vertical mixed use, commercial, office, civic and public benefit, and residential in the form of multi-family are appropriate within 1/8 mile of the corridor. Within 1/4 mile of the corridor single-family, two-family, and multi-family are appropriate. At prominent intersections, additional property depth for non-residential uses may be warranted to create a “node” of mixed use development. In such cases, special attention should be paid to creating transitions to surrounding policy areas and residential uses.

- Design Principle: Access

- For development fronting along the Murfreesboro Pike corridor, shared access points or driveways on Murfreesboro Pike should be provided and should connect to properties and development not fronting the corridor.

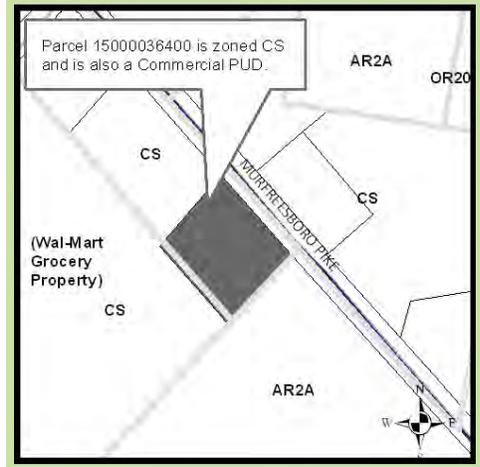
- Design Principle: Connectivity (Pedestrian/Bicycle)

- There is a planned bike lane along Murfreesboro Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.

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- Design Principle: Connectivity (Vehicular)
  - With exceptional design, a frontage road that connects development fronting the corridor is appropriate.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - A commercial planned unit development (PUD) is applied to Parcel 15000036400. The base zoning district in this PUD is CS and is inconsistent with policy. In the future, the development plan may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Community Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.
  - There are multiple properties in this community center that are zoned CS and AR2a. These zoning districts are inconsistent with the T3 Suburban Community Center policy. Overtime they should be rezoned to a zoning district that is consistent with policy.



### 13-T3-CC-03

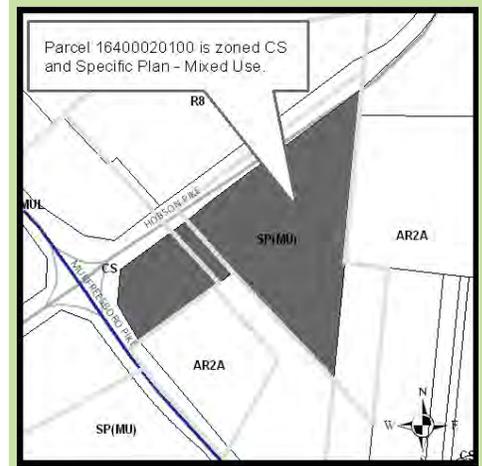
Antioch - Priest Lake's T3 Suburban Community Center Area 3 is referenced as 13-T3-CC-03 on the accompanying map. It applies to the intersection of Murfreesboro Pike and Hobson Pike. This intersection is in the potential Murfreesboro Pike Urban Design Overlay (UDO) (See Implementation Chapter XX). Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Appropriate Land Uses
  - To encourage a mixture of uses that support future transit along Murfreesboro Pike, vertical mixed use, commercial, office, civic and public benefit, and residential in the form of multi-family are appropriate within 1/8 mile of the corridor. Within 1/4 mile of the corridor single-family, two-family, and multi-family are appropriate. At prominent intersections, additional property depth for non-residential uses may be warranted to create a "node" of mixed use development. In such cases, special attention should be paid to creating transitions to surrounding policy areas and residential uses.
- Design Principle: Access
  - For development fronting along the Murfreesboro Pike corridor, shared access points or driveways on Murfreesboro Pike should be provided and should connect to properties and development not fronting the corridor.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Sidewalks are planned along Hobson Pike. See the recommendations in Chapter III Transportation Plan for additional guidance on sidewalks.
  - There is a planned bike lane along both Murfreesboro Pike and Hobson Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Connectivity (Vehicular)
  - With exceptional design, a frontage road that connects development fronting the corridor is appropriate.

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- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcel 16400020100 is zoned CS on the front half of the property and Specific – Plan Mixed Use (SP-MU) on the back half of the property. Over time, the front half of the property should be rezoned to a zoning district that is consistent with the policy.
  - There are properties in this community center that are zoned CS. These zoning districts are inconsistent with the T3 Suburban Community Center policy. Overtime they should be rezoned to a zoning district that is consistent with policy.



#### 13-T3-CC-04

Antioch - Priest Lake's T3 Suburban Community Center Area 4 is referenced as 13-T3-CC-04 on the accompanying map. It applies to the Murfreesboro Pike from Hurricane Creek Boulevard to the Nashville-Davidson County Line. This area marks the southern boundary of a potential Murfreesboro Pike Urban Design Overlay (UDO) (See Implementation Chapter XX). Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Appropriate Land Uses
  - To encourage a mixture of uses that support future transit along Murfreesboro Pike, vertical mixed use, commercial, office, and civic and public benefit are appropriate within 1/8 mile of the corridor. Between 1/8 mile and 1/4 mile south of the intersection, industrial land uses are also appropriate. To encourage a mixture of uses that support future transit along additional property depth for mixed-use, commercial, office, and civic and public benefit uses may be warranted. In such cases, special attention should be paid to creating transitions to surrounding policy areas and industrial uses.
- Design Principle: Access
  - For development fronting along the Murfreesboro Pike corridor, shared access points or driveways on Murfreesboro Pike should be provided and should connect to properties and development not fronting the corridor.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There is a planned bike lane along Murfreesboro Pike. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Design Principle: Connectivity (Vehicular)
  - With exceptional design, a frontage road that connects development fronting the corridor is appropriate.
- Non-Conforming and Inconsistent Land Uses
  - There are properties in this community center that are zoned CS and IR. These zoning districts are inconsistent with the T3 Suburban Community Center policy. Overtime they should be rezoned to a zoning district that is consistent with policy.

#### 13-T3-CC-05

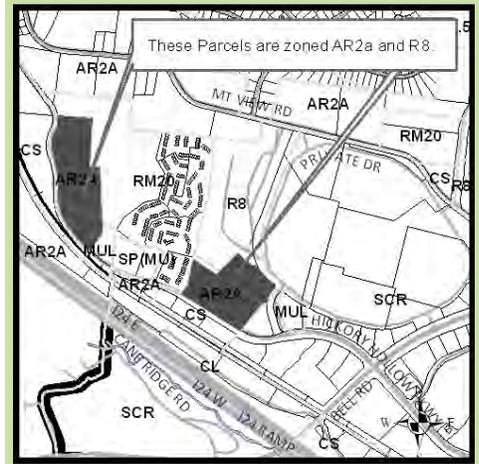
Antioch - Priest Lake's T3 Suburban Community Center Area 5 is referenced as 13-T3-CC-05 on the accompanying map. It applies to the commercial areas at Interstate 24 and Bell Road. It includes the Kroger's shopping center, as well as other commercial development that also serves as Hickory Hollow Mall area supportive retail. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)

# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 2 - Envisioned Character

- Sidewalks should be provided. Sidewalk priorities in this area include Bell Road frontages from Mt. View Road to the CSX overpass, Mt. View Road from Bell Road to Curtis Hollow Road, and Hickory Hollow Parkway from Bell Road to the Hickory Hollow Mall entrance.
- There is a planned greenway along Mill Creek which should be taken into account with development proposals. See the recommendation in Chapter IV Open Space Plan, for additional guidance on greenways.
- There is a planned bike lane along Mt. View Road from Bell Road to Rural Hill Road, and a planned multi-use path along Mt. View Road from Rural Hill Road to Una Antioch Pike. There are planned bike lanes along Bell Road and Old Hickory Boulevard. See the recommendations in Chapter III Transportation Plan, for additional guidance on bikeways.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcels 16300006200, 16300006300, 16300006700, 16300018000, and 16300006600 are zoned AR2a. Parcels 16300038600 and 16300028200 are zoned R8. These zoning districts are inconsistent with the T3 Suburban Community Center policy. Overtime these parcels should be rezoned to a residential zoning district that is consistent with policy. Commercial zoning on these parcels is not recommended. These parcels should be preserved for residential land uses and density to support the envisioned retail and employment centers in the Hickory Hollow Mall area and in The Crossings.
  - There are properties in this community center that are zoned CS. These zoning districts are inconsistent with the T3 Suburban Community Center policy. Overtime they should be rezoned to a zoning district that is consistent with policy.
  - Commercial planned unit developments (PUDs) are applied to the majority of the 13-T3-CC-05 policy area. There are base zoning districts within these PUDs that are inconsistent with policy. The zoning districts include AR2a, R8, CS, and SCR. In the future, development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Community Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.



### T3 SUBURBAN RESIDENTIAL CORRIDOR POLICY

#### Suburban Residential Corridor

#### General Character of T3 Suburban Residential Corridors in the Antioch - Priest Lake Community

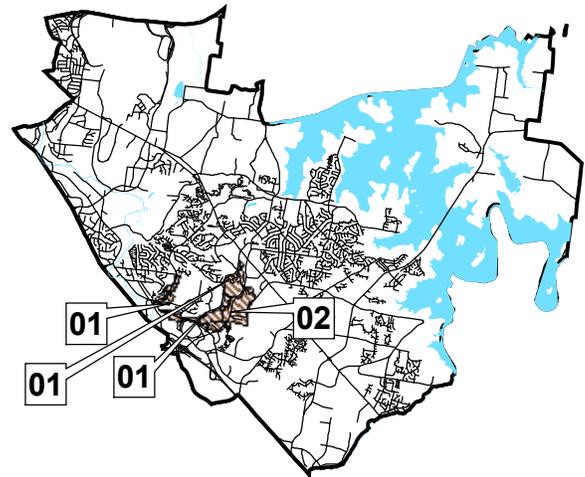
In the Antioch - Priest Lake Community, T3 Suburban Residential Corridor policy has been applied to Una Antioch Pike, Mt View Road, and Rural Hill Road, as well as Bell Road near Hickory Hollow Mall. T3 Suburban Residential Corridors are prominent corridors due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often serve as an appropriate location for higher density and intensity housing. On Bell Road, there is a concentration of multi-family development in the stacked-flat building form. While there are some design elements of this multi-family housing that should not be replicated, the he multi-family development along Bell Road has provided a critical mass of population that supports retail and transit along Bell Road, and it provides a housing type that contributes to the housing choice in the community. On Una Antioch Pike, Mt. View Road, and Rural Hill Road, residential development that considers the existing environmentally sensitive features is encouraged. In addition to providing opportunities for a diversity of housing, T3 Suburban Residential Corridors should also feature multiple modes of transportation, creating a “complete street” – a street designed and operated to enable safe, attractive and comfortable access and travel for vehicles, transit, pedestrians and cyclists.

#### How to Use This Guidance

The intent for T3 Suburban Residential Corridor policy is to preserve, enhance, or create suburban residential corridors that support predominantly residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use and the associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the Antioch - Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Residential Corridor policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular T3 Suburban Residential Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch - Priest Lake Community Plan including any Special Policies for the particular T3 Suburban Residential Corridor.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Residential Corridor policy and the General Principles in the CCM are controlling.



01, 02, etc = last two characters in text references that identify each area in this policy category.



# **Antioch - Priest Lake Community Plan: 2012 Update**

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### **T3 Suburban Residential Corridor Community Character Policy Areas**

The Antioch - Priest Lake Community Plan has one corridor where the T3 Suburban Residential Corridor policy is applied. This is titled "T3 Suburban Residential Corridor Policy Area" in the plan. This corridor was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

### **Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Residential Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Residential Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T3-RC-01

Antioch - Priest Lake's T3 Suburban Residential Corridor Area 1 is referenced as 13-T3-RC-01 on the accompanying map. It consists of property along Una Antioch Pike, Mt View Road, and Rural Hill Road. The Rural Hill-Moss Road Detailed Design Plan was adopted in 2008 as an amendment to the Antioch-Priest Lake Community Plan: 2003 Update. It has been made part of this document as Appendix E. The policies of the Rural Hill-Moss Road Detailed Design Plan are carried forward to this 2012 community plan update. Most of the Special Policies for 13-T3-RC-01 are contained on page 47 of Appendix E.

#### 13-T3-RC-02

Antioch - Priest Lake's T3 Suburban Residential Corridor Area 2 is referenced as 13-T3-RC-02 on the accompanying map. It applies to the properties fronting onto Bell Road corridor from Murfreesboro Pike to Mt View Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Residential Corridor policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A bike lane is planned along Bell Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

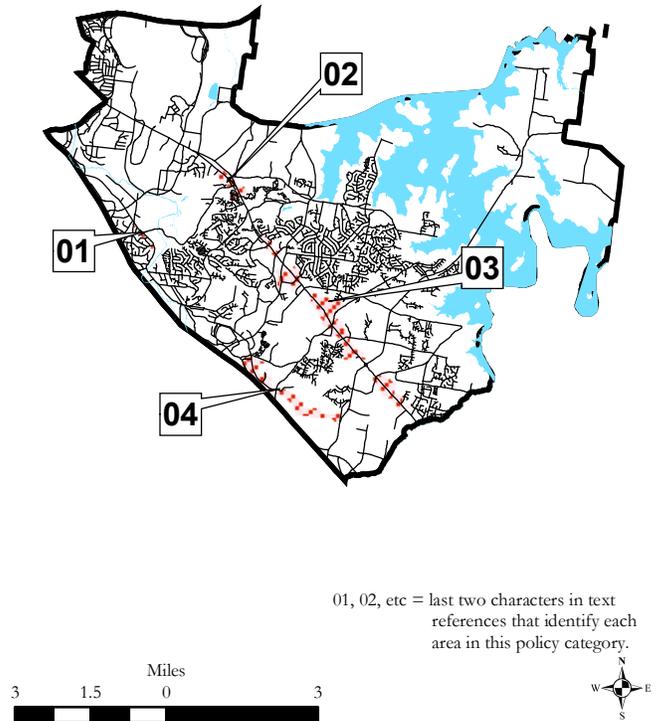
### T3 SUBURBAN MIXED USE CORRIDOR POLICY

#### General Character of T3 Suburban Mixed Use Corridors in the Antioch - Priest Lake Community

T3 Suburban Mixed Use Corridor policy has been applied to portions of Murfreesboro Pike, Antioch Pike in the Bakertown neighborhood, and along the proposed Crossing Boulevard Extension. T3 Suburban Mixed Use Corridors are prominent corridors due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often act as the boundaries to suburban neighborhoods or communities and can provide an intense mix of uses to support surrounding neighborhoods. T3 Suburban Mixed Use Corridors are intended to be pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation creating a “complete street” – a street designed and operated to enable safe, attractive and comfortable access and travel for all users.

In the Antioch - Priest Lake Community, each T3 Suburban Mixed Use Corridor serves a unique purpose. The Murfreesboro Pike corridor has a specific focus on transit. The Murfreesboro Pike Bus Rapid Transit (BRT) Lite will service Murfreesboro Pike from Downtown Nashville to Bell Road and the Hickory Hollow Mall area. Therefore, any development that occurs in this area should consider Transit Oriented Development (TOD). Antioch Pike in Bakertown serves as a transition from the industrial areas on the east side of Antioch Pike to the residential portion of the Bakertown neighborhood. Finally, Crossing Boulevard extension is intended to provide access to an employment center known as The Crossings, and is envisioned to provide services that support office, light industrial and other employment in the area. In all cases, to fully realize the character and form described in T3 Suburban Community Center policy, these areas should redevelop with the ability to retrofit in the future; with re-use of vacant ‘big-box’ structures, reconfigured parking areas for the creation of additional buildings and street networks, out-parceling to create street walls, and access for future connectivity to surrounding residential.

#### Suburban Mixed Use Corridor



#### How to Use This Guidance

The intent for T3 Suburban Mixed Use Corridor policy is to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor; generally placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the Antioch - Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Mixed Use Corridor policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular T3 Suburban Mixed Use Corridor;
- The envisioned character of other surrounding policy areas; and

# **Antioch - Priest Lake Community Plan: 2012 Update**

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- Additional guidance provided by the Antioch - Priest Lake Community Plan including any Special Policies for the particular T3 Suburban Mixed Use Corridor.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Mixed Use Corridor policy and the General Principles in the CCM are controlling.

### **T3 Suburban Mixed Use Corridor Community Character Policy Areas**

The Antioch - Priest Lake Community Plan has two corridors where the T3 Suburban Mixed Use Corridor policy is applied. These are titled “T3 Suburban Mixed Use Corridor Policy Area” in the plan. These corridors were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

### **Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Mixed Use Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Mixed Use Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### **13-T3-CM-01**

Antioch - Priest Lake’s T3 Suburban Mixed Use Corridor Area 1 is referenced as 13-T3-CM-01 on the accompanying map. It applies to Antioch Pike from Ezell Road to Haywood Lane. The follow special policies apply to this area. Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

- Design Principle: Density / Intensity
  - This T3 Suburban Mixed Use Corridor area is part of the Bakertown Specific Plan District (SP). The Bakertown SP encourages a mixture of uses that create a transition from the industrial along Antioch Pike to the residential Bakertown neighborhood. This specific plan district is encouraged to remain.

#### **13-T3-CM-02**

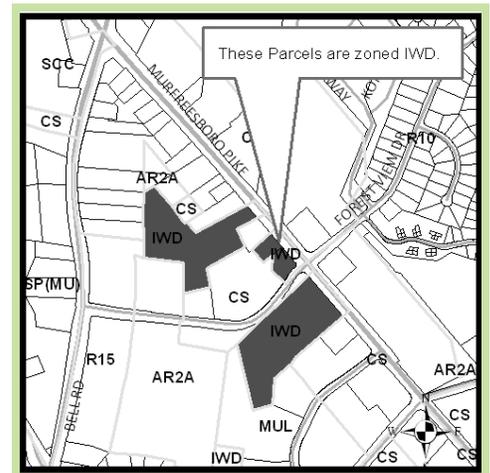
Antioch - Priest Lake’s T3 Suburban Mixed Use Corridor Area 1 is referenced as 13-T3-CM-01 on the accompanying map. It applies to areas on Murfreesboro Pike from Old Smith Springs Road to Hamilton Church Road, and Bell Road from Murfreesboro Pike to Morris Gentry Boulevard. The Murfreesboro Pike Bus Rapid Transit (BRT) Lite will service Murfreesboro Pike from Downtown Nashville to Bell Road and the Hickory Hollow Mall area. Therefore, any development that occurs in this area should consider Transit Oriented Development (TOD). The following special policies provide guidance to help achieve TOD development pattern.

- Appropriate Land Uses
  - Provide mixed-uses, residential, office, civic and public benefit land uses that would generate daily transit users. Mixed-use, civic and public benefit land uses, and other daily convenience land uses should be located directly adjacent to the transit station to serve transit users. Office land uses should serve as a buffer between more intense mixed-use development along the corridor and less intense residential development off of the corridor. Residential development should be located on the outer edge of the TOD development in the form of townhomes, staked flats, or live work. Single family development in the form of cottage-courts may be considered in appropriate locations near the transit station.

# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 2 - Envisioned Character

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Sidewalks are planned along Murfreesboro Road. See the recommendations in Chapter III Transportation Plan for additional guidance on sidewalks.
  - A bike lane is planned along Murfreesboro Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
  - Provide pedestrians paths, sidewalks, and crosswalks, and other facilities as needed that connect transit stations to adjacent development.
  - Bike storage and/or parking are encouraged.
- Design Principle: Density / Intensity
  - Transit stations will be located along Murfreesboro Pike from the northern boundary of the Antioch-Priest Lake Community to Bell Road. Development at T3 Suburban Mixed Use Corridor stops may not rise to the level of intensity of stops in T3 Suburban Community Centers where traditional TOD development would occur. However, mixed use development and residential net density near transit stations should be near 7 dwelling units per acre. This is the lower end of the density range needed for TOD. Development intensity may result in buildings 1 – 3 stories with moderate building footprint square footage.
- Design Principle: Parking
  - To promote the use of transit, excessive parking areas are not encouraged. In TOD areas, maximum parking levels are encouraged for development adjacent to transit stations.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - Parcels 14900034400, 14900031200, 14900034300, 14900031000 are zoned IWD. These zoning districts are inconsistent with the T3 Suburban Mixed Use Corridor policy. Overtime they should be rezoned to a zoning district that is consistent with policy.
  - The majority of this mixed use corridor is zoned CS. Some properties are zoned CL and OL. These zoning districts are inconsistent with the T3 Suburban Mixed Use Corridor policy. Overtime they should be rezoned to a zoning district this is consistent with policy.
  - Throughout this mixed use corridor, there are parcels zoned R20, R15, R10, and AR2a. These zoning districts are inconsistent with the T3 Suburban Mixed Use Corridor policy. Overtime these parcels should be rezoned to a residential zoning district that is consistent with policy. With exceptional design, mixed-use zoning may be considered, but straight commercial zoning on these parcels is not recommended. These parcels should be preserved for residential land uses and density to provide the critical mass of residents needed to support transit along Murfreesboro Pike.
  - Commercial planned unit developments (PUDs) are applied throughout this mixed use corridor. There are base zoning districts within these PUDs that are inconsistent with policy. They include R10, R15, CS, CL, and OR20. OR20 is consistent with the T3 Suburban Mixed use Corridor policy, but the other zoning districts are not. In the future, development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Community Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.



# Antioch - Priest Lake Community Plan: 2012 Update

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- Historically Significant Sites or Features

- Parcels 13500009300, 13500008700, 13500008800, 13500009000, 13500009200, and 13500009101 are historically significant features. They make up the western portion of the Una Antioch Historic District. Parcel 13500009101 is a named feature called the Meeks House. The features within this district are considered Worthy of Conservation. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Site” in the General Principles of the Community Character Manual for additional guidance.

### 13-T3-CM-03

Antioch - Priest Lake’s T3 Suburban Mixed Use Corridor Area 3 is referenced as 13-T3-CM-03 on the accompanying map. It applies to areas along the southern portion of Murfreesboro Pike, from Hamilton Church Road to the Davidson county line. The southern portion of Murfreesboro Pike is included in a potential Murfreesboro Pike Urban Design Overlay (UDO) (See Implementation Chapter XX). Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

- Appropriate Land Uses

- In areas in-between Hamilton Church Road and Old Hickory Boulevard, vertical mixed use, commercial, office, civic and public benefit, and residential in the form of multi-family are appropriate within 1/8 mile of the corridor. Within 1/4 mile of the corridor single-family, two-family, and multi-family are appropriate. In areas south of Old Hickory Boulevard, vertical mixed use, commercial, office, and civic and public benefit are also appropriate within 1/8 mile of the corridor. Within 1/4 mile of the corridor, industrial land uses are also appropriate.

- Design Principle: Access

- For development fronting along the Murfreesboro Pike corridor, shared access points or driveways on Murfreesboro Pike should be provided and should connect to properties and development not fronting the corridor.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- A bike lane is planned along Murfreesboro Pike. A bike route is planned along Mt. View Road west of Murfreesboro Pike and a bike lane is planned along Mt. View Road east of Murfreesboro Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

- Design Principle: Connectivity (Vehicular)

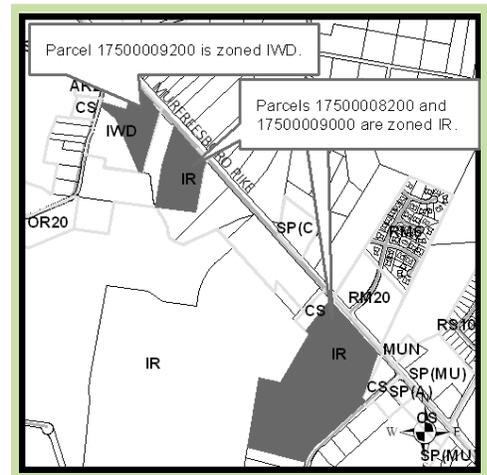
- With exceptional design, a frontage road that connects development fronting the corridor is appropriate.

- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)

- Parcels 17500008200, 17500009000 are zoned IR, and parcel 17500009200 is zoned IWD. For these properties, it is appropriate to change the zoning front of the property within 1/8 mile of the corridor to encourage less intense commercial, mixed use, or office land uses. The remaining back portion of the parcels may preserve the industrial zoning to allow those land uses on the back half of the property.
- The majority of this mixed use corridor is zoned AR2a and CS. These zoning districts are inconsistent with the T3 Suburban Mixed Use Corridor policy. Overtime they should be rezoned to a zoning district that is consistent with policy.

- Historically Significant Sites or Features

- Parcels 16400005100, 17500004900 and 17500007600 are historically significant features. The first parcel is the Hall Missionary Baptist Church and is considered Worthy of Conservation. The second parcel is the Buchanan Tavern and it is considered Eligible for the National



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Register of Historic Property. The third parcel is called the Center Hall House and is considered Worthy of Conservation. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Site” in the General Principles of the Community Character Manual for additional guidance.

#### 13-T3-CM-04

Antioch - Priest Lake’s T3 Suburban Mixed Use Corridor Area 4 is referenced as 13-T3-CM-04 on the accompanying map. It applies to the existing portion of Crossing Boulevard and the proposed Crossing Boulevard Extension. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- A greenway is planned along an unnamed stream that runs parallel to Mt. View Road. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

- Non-Conforming and Inconsistent Land Uses

- Commercial planned unit developments (PUDs) are applied throughout this mixed use corridor. There are base zoning districts within these PUDs that are inconsistent with policy. They include AR2a, R10, and IWD. In the future, development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Community Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.
- The proposed Crossing Boulevard Extension provides access to the policy area 13-T3-EC-02, also known as The Crossings Employment Center. Parcels in this area are zoned IWD. This zoning district is inconsistent with the T3 Suburban Mixed Use Corridor policy. Over time, the portion of parcels zoned IWD that have frontage on proposed Crossing Boulevard Extension should be rezoned to a zoning district that conforms to the policy.

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**T4 URBAN COMMUNITY CHARACTER POLICY**

**Urban Community Center**

**T4 URBAN COMMUNITY CENTER POLICY**

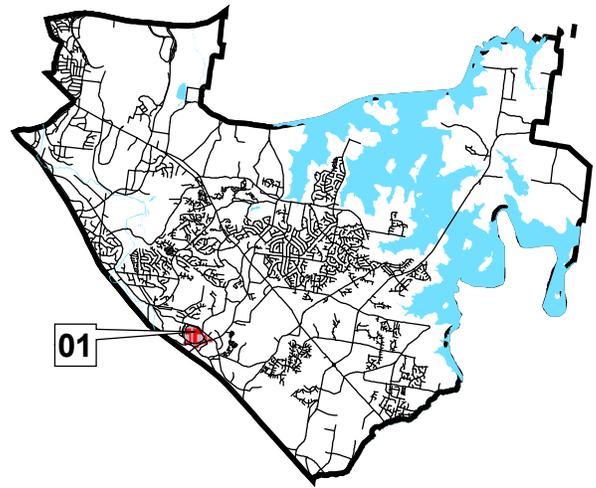
**General Character of T4 Urban Community Center in the Antioch - Priest Lake Community**

T4 Urban Community Center policy has been applied to the Hickory Hollow Mall (the Mall). T4 Urban areas are typically characterized as having high connectivity and a mixture residential and non-residential land uses. The Mall may remain suburban in character for some time, but the vision is for it to redevelop with more density and intensity in residential and non-residential development to better serve the Antioch-Priest Lake Community in the future. Higher density and intensity is the primary difference between suburban and urban development.

The Mall is the retail hub of the Antioch – Priest Lake community. The T4 Urban Community Center Policy recognizes this prominence and encourages additional intensity and density of development to strengthen the area with retail, office, and employment to serve Antioch – Priest Lake and adjacent communities. The policy also recognizes that the Mall has undergone significant changes. Economic, housing, and demographic changes affected the performance of the Mall and surrounding commercial areas. Simultaneously, there has been a substantial shift in the retail market; traditional mall development has been replaced by outdoor town-centers, customers are shopping on the internet, and retailers are reducing the size and footprint of their inventory and stores. Therefore, this policy and the accompanying development scenarios provide a variety of land use and design options that would adapt to changing market conditions.

During the Antioch-Priest Lake Community Plan Update, Planning Staff created four development scenarios that show how the Mall could redevelop overtime. Note that these are potential development scenarios. The actual redevelopment of the mall should draw ideas from these scenarios, but is not required to conform completely to these scenarios. The four scenarios show suburban and urban mall redevelopment options at various intensities and densities. In each option the buildings that have received significant investment (Nashville State Community College in the former Dillard’s building and the Metropolitan Nashville Regional Park and Community Center in the former JC Penney’s building) are encouraged to remain. Each scenario encourages a walkable retail center with significant differences among the scenarios in density and intensity, and the presence of structured parking garages or surface parking lots.

Whatever form the future redevelopment of the Mall may take, T4 Urban Community Center areas should contain a mixture of commercial, mixed use, civic and public benefit land uses; in this case, the Hickory Hollow Mall site will also contain educational uses and significant park space. Residential land uses generally serve as a transition from the community center to adjacent lower intensity residential. T4 Urban Community Centers have coordinated access into and through development, with high vehicular, pedestrian and bicycle connectivity to surrounding neighborhoods. These centers are welcoming to pedestrians and cyclists with ample sidewalks and crosswalks, pedestrian-scaled signage and lighting and formal landscaping. Because T4 Urban Community Centers can be drive-to or walk-to destinations, they are generally located at intersections of prominent urban streets serving urban neighborhoods within a five- to ten-minute walk. In this case, the Hickory Hollow Mall site is near the Interstate 24 / Bell



01, 02, etc = last two characters in text references that identify each area in this policy category.



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Road interchange and is also the last stop on the proposed Murfreesboro Road Bus Rapid Transit (BRT) Lite route. Therefore, development in this T4 Urban Community Center should also consider transit and access to and from the interstate.

### How to Use This Guidance

The intent for T4 Urban Community Center policy is to preserve, enhance or create urban community centers, encouraging their development and redevelopment as intense mixed use areas that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the Antioch - Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T4 Urban Community Center policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular T4 Urban Community Center; The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch - Priest Lake Community Plan including any Special Policies for the particular T4 Urban Community Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Community Center policy and the General Principles in the CCM are controlling.

### T4 Urban Community Center Community Character Policy Areas

The Antioch - Priest Lake Community Plan has one area where the T4 Urban Community Center policy is applied – Hickory Hollow Mall. It is titled “T4 Urban Community Center Policy Area” in the plan. This center was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Community Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Community Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-T4-CC-01

Antioch - Priest Lake’s T4 Urban Community Center Area 1 is referenced as 13-T4-CC-01 on the accompanying map. It applies to Hickory Hollow Mall and its outparcels. The Hickory Hollow Mall is a significant redevelopment site in the Antioch – Priest Lake Community. Redevelopment of the site should consider existing investments in the Nashville State Community College and the Metropolitan Nashville park, community center, and library. Redevelopment should also include a mixture of civic, retail, employment and residential uses, pedestrian oriented development, and transit. The Murfreesboro Pike Bus Rapid Transit (BRT) Lite will service Murfreesboro Road from Downtown Nashville to Bell Road and the Hickory Hollow Mall area. Therefore, any development that occurs in this area should consider Transit Oriented Development (TOD). The following special policies provide guidance to help achieve all of the above. Where the Special Policy is silent, the guidance of the T4 Urban Community Center policy applies.

- Appropriate Land Uses
  - The Nashville State Community College is located in the former Dillard’s building on the western portion of the

## **Antioch - Priest Lake Community Plan: 2012 Update**

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site. Meanwhile, Metropolitan Nashville is creating a park, community center and library, in the former JC Penny's building on the eastern portion of the site. Any additional redevelopment on this site should complement these uses. Redevelopment on the western portion of the site should encourage a college campus like setting with uses that support collegiate activities, students and faculty. Redevelopment on the eastern portion of the site should complement the civic complex and reclaimed park space.

- This Mall site is planned to serve as a transit hub serving riders visiting Nashville State Community College, the Metro Nashville Park, Library and Community Center complex, and other retail uses near the Mall. Therefore any redevelopment should provide uses that will support Transit Oriented Development (TOD). Redevelopment should provide mixed-uses, residential, office, civic and public benefit land uses that would generate daily transit users. Mixed-use, civic and public benefit land uses, and other daily convenience land uses should be located directly adjacent to the transit stop to serve transit users. Office land uses should serve as a buffer between more intense mixed-use development and less intense residential development adjacent to the Mall site. Residential development should be located on the outer edge of the TOD development in the form of townhomes, stacked flats, or live work.

- Design Principle: Connectivity (Pedestrian/Bicycle)

- Sidewalks are planned on Bell Road from Mt. View Road to the CSX overpass, Mt. View Road from Bell Road to Curtis Hollow Road, and Hickory Hollow Parkway from Bell Road to the Hickory Hollow Mall entrance. See the recommendations in Chapter III Transportation Plan for additional guidance on sidewalks.
- There is a planned bike lane along Mt. View Road from Bell Road to Rural Hill Road, and a planned multi-use path along Mt. View Road from Rural Hill Road to Una Antioch Pike. There is a planned bike lane along Bell Road. See the recommendations in Chapter III Transportation Plan, for additional guidance.
- Other improvements such as pedestrian paths and crosswalks are encouraged to connect transit stops to adjacent development.
- Bike storage and/or parking are encouraged.

- Design Principle: Density / Intensity

- Residential net density near transit stations should be a minimum range of 7 – 15 du/acres. Development intensity may result in buildings 1 – 3 stories in height with moderate building footprint square footage. Higher density residential development is encouraged at this site.

- Design Principle: Parking

- To promote the use of transit, excessive parking areas are not encouraged. In TOD areas, maximum parking levels are encouraged for development adjacent to transit stations.

- Non-Conforming and Inconsistent Land Uses

- The majority of the Hickory Hollow Mall site and some adjacent properties, are zoned SCR and are also a commercial planned unit development (PUD). SCR zoning is inconsistent with the T4 Urban Community Center policy. In the future, this development plan may require additional review if significant changes to the plan are sought. In that case, the T4 Urban Community Center may provide guidance and any future changes to the PUD should reflect the goals and intent of the policy.

**Antioch - Priest Lake Community Plan: 2012 Update**

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**DISTRICT COMMUNITY CHARACTER POLICIES**

**D DISTRICT EMPLOYMENT CENTER POLICY**

**General Character of Employment Center District Areas in the Antioch-Priest Lake Community**

D District Employment Center policy is applied to two areas in Antioch-Priest Lake where opportunities exist to develop intense concentrations of employment that are expected to contain a significant amount of office development supported by mixed use and light industrial development. These areas have good access through arterial boulevards and/or proximity to the interstate.

**How to Use This Guidance**

The intent for D District Employment Center policy is to preserve, enhance, and create Employment Centers in appropriate locations that are strategically located and thoughtfully designed to serve the overall community or region. Users of the Antioch-Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The D District Employment Center policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular D District Employment Center area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies for the particular D District Employment Center area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Employment Center policy and the General Principles in the CCM are controlling.

**D District Employment Center Policy Areas**

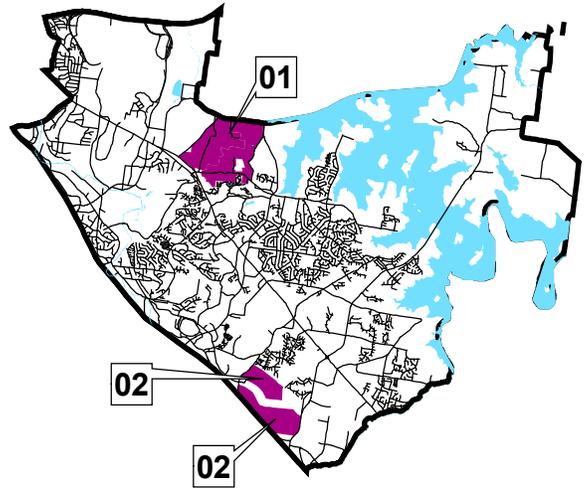
The Antioch-Priest Lake Community Plan has two areas where the D District Employment Center policy is applied. These are titled "D District Employment Center Areas" in the plan. These areas were identified by examining general characteristics, development pattern (ex: parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, man-made features, and potential for creating concentrated employment centers. While there are multiple areas where D District Employment Center policy is applied, each area is different in some respect due to the factors mentioned above.

**Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular D District Employment Center area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Employment Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

**District Employment Center**



01, 02, etc = last two characters in text references that identify each area in this policy category.



# Antioch - Priest Lake Community Plan: 2012 Update

## Chapter 2 - Envisioned Character

- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

### 13-D-EC-01

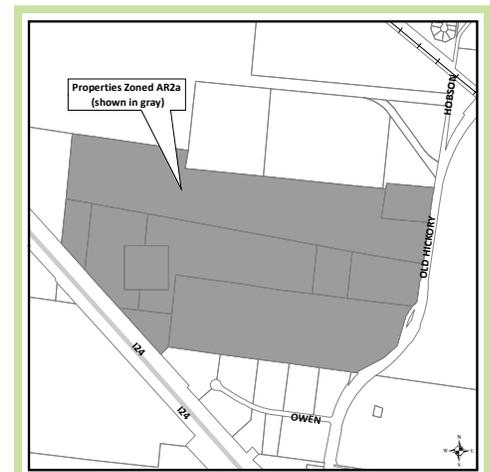
Antioch-Priest Lake's D District Employment Center Area 1 is referenced as 13-D-EC-01 on the accompanying map. It applies to an area east of the Nashville International Airport between Couchville Pike and Old Murfreesboro Pike/Smith Springs Road east to Bell Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Employment Center policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A greenway network is planned for the area that would follow the planned Harding Place Extension, Couchville Pike, and an unnamed stream. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike lane is planned along Smith Springs Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Design Principle: Connectivity (Vehicular)
  - The planned Harding Place Extension borders this area to the west. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on planned street connections.

### 13-D-EC-02

Antioch-Priest Lake's D District Employment Center Area 2 is referenced as 13-D-EC-02 on the accompanying map. It applies to the southern portion of The Crossings between Old Franklin Road and Old Hickory Boulevard (note that other policies are also present within these boundaries). In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Employment Center policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A greenway is planned along the planned Southeast Parkway. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike lane is planned along Old Hickory Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Design Principle: Connectivity (Vehicular)
  - The planned Southeast Parkway bisects this area, and the planned Crossings Boulevard Extension would cross this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on planned street connections.
- Non-Conforming and Inconsistent Land Uses (refer to the accompanying graphic)
  - IWD (Industrial/Warehousing/Distribution) zoning is supportive of the appropriate uses identified in this policy area. However further intensification of industrial uses is not encouraged. Further, the application of Planned Unit Development (PUD) or Urban Design Overlay (UDO) is encouraged to ensure design objectives of the District Employment Center policy.
  - The majority of this employment center is zoned AR2a. This zoning district is inconsistent with the District Employment Center policy. Over time, this zoning district should be changed to a district that is consistent with policy.



### D DISTRICT OFFICE CONCENTRATION POLICY

#### General Character of D District Office Concentration Policy Areas in the Antioch-Priest Lake Community

D District Office Concentration policy is applied to the properties where office development is or is planned to be the predominant economic activity. The properties are at various locations throughout the community, but generally share common existing and envisioned characteristics

#### How to Use This Guidance

The intent for D District Office Concentration policy is to preserve, enhance, and create Districts where office uses are predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm. Users of the Antioch-Priest Lake Community Plan: 2012 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The D District Office Concentration policy as found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular D District Office Concentration area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Office Concentration policy and the General Principles in the CCM are controlling.

#### D District Office Concentration Character Policy Area

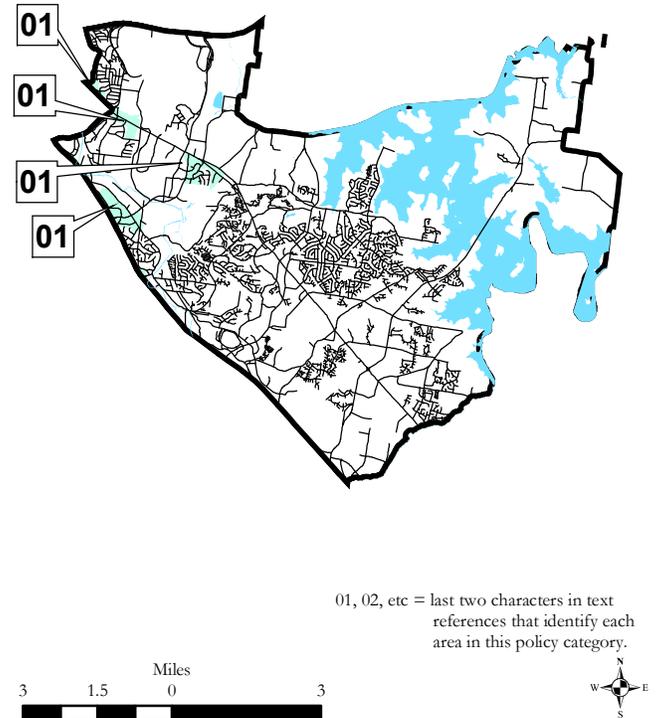
The Antioch-Priest Lake Community Plan has one area where the D District Office Concentration policy is applied. This is titled “D District Office Concentration Area” in the plan. This area was identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features for the area.

#### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Office Concentration area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Office Concentration Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

### District Office Concentration



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#### 13-D-OC-01

Antioch-Priest Lake's D District Office Concentration Area 1 is referenced as 13-D-OC-01 on the accompanying map. It applies to the properties located south of the Nashville International Airport along Murfreesboro Pike, Ezell Pike, and Haywood Lane. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There is a greenway planned along streams within the area that would connect Una Antioch Pike, the Cambridge Forest neighborhood, and Rural Hill Road. See the recommendations in Chapter IV, Open Space Plan, for additional guidance and information on greenways.
  - Bike lanes are planned along Antioch Pike, Harding Place, the planned Harding Place Extension, and Murfreesboro Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Design Principle: Connectivity (Vehicular)
  - The Harding Place Extension is planned to extend through a portion of this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on planned streets.
- Historically Significant Sites or Features
  - Several parcels contain historically significant features. Parcels 12000005600, 12000003900, and 12000003800, the Genesco Park Administration Building, Cole House/Colemere Club, and Arlington Methodist Church, respectively, are designated Worthy of Conservation. Parcels 12000003500 and 12000008600, the Vultee/Avco/Carlyle Plant and Tennessee Highway Patrol Building are designated National Register Eligible. Because of the historic designations of these properties, owners of these private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the Community Character Manual for additional guidance.

D DISTRICT INDUSTRIAL POLICY

District Industrial

General Character of Industrial District Areas in the Antioch-Priest Lake Community

D District Industrial policy is applied to two areas in Antioch-Priest Lake. In two of these areas, land is currently zoned and used for industrial, warehousing and other related uses. These areas have good access through arterials and/or proximity to the interstate.

As the D District Industrial policy indicates, flexibility is key in the site and building design for each development to meet the needs of the individual industry/development. Flexibility is balanced, however, with site design that considers the impact of the use on any immediate neighbors. These industrial areas could, in general, make improvements in terms of providing sidewalks and crosswalks – especially in the case of developments that act more as small business/industry incubators and have multiple tenants – and provide more attractive landscaping and signage.

How to Use This Guidance

The intent for D District Industrial policy is to preserve, enhance, and create Industrial Districts in appropriate locations so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Users of the Antioch-Priest Lake Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The D District Industrial policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular D District Industrial area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies for the particular D District Industrial area.

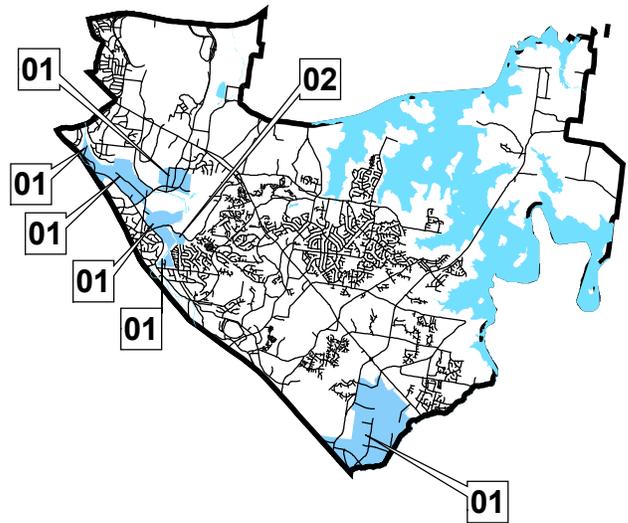
Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Industrial policy and the General Principles in the CCM are controlling.

D District Industrial Character Policy Areas

The Antioch-Priest Lake Community Plan has two areas where the D District Industrial policy is applied. These are titled “D District Industrial Areas” in the plan. These areas were identified by examining general characteristics, development pattern (ex: parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features. While there are multiple areas where D District Industrial policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Industrial area. The Special



01, 02, etc = last two characters in text references that identify each area in this policy category.



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Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Industrial Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

### 13-D-IN-01

Antioch-Priest Lake's D District Industrial Area 1 is referenced as 13-D-IN-01 on the accompanying map. It applies to the industrial areas along Antioch Pike, Harding Industrial Drive, and Ezell Road/Airpark Center Drive. It also applies to the area known as "Interchange City" at Old Hickory Boulevard, Interstate 24, and the Davidson county line. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - A section of the Mill Creek Greenway is under development along Mill Creek south of Ezell Park, its current terminus. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike route is planned along Franklin Limestone Road. Bike lanes are planned along Antioch Pike, Harding Place, and the planned Harding Place Extension. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
  - A bike lane is planned along Old Hickory Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Design Principle: Connectivity (Vehicular)
  - The planned Harding Place Extension crosses a portion of this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on planned street connections.

### 13-D-IN-02

Antioch-Priest Lake's D District Industrial Area 2 is referenced as 13-D-IN-02 on the accompanying map. It applies to an area along Franklin Limestone Road across from the Vulcan Materials Quarry.

In previous iterations of the Antioch-Priest Lake Community Plan, this area has had Industrial Policy (in 2003 plan update), with the guidance that the area should serve as a transition between the industrial/impact uses to the north and the residential development to the south. The site has also had a now-obsolete policy called Residential Medium Density (RM) applied to create a better transition (2004 amendment and zone change, for which the development never occurred). Most recently, the site's policy was amended to a combination of Conservation policy (to preserve natural features) and Industrial policy to allow an asphalt plant (2012 amendment, approved prior to the adoption of this plan update). While the policy amendment to apply Conservation and Industrial policy to the site was approved in early 2012, the accompanying zone change to develop the asphalt plant has not been adopted at the publication of this Antioch-Priest Lake Community Plan Update.

In light of this, the following Special Policies apply to this area. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Alternate Policy:
  - This special policy defines two alternate policies for this area. While the pending zone change for the Asphalt Plant continues to move through the legislative process, the Industrial policy as approved by the Metro Planning Commission on January 26, 2012 will remain. If the Asphalt Plant zone change (BL2012-103) is not approved by Metro Council within two years from the Metro Planning Commission approval date (January 26, 2014), then the alternate

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### Chapter 2 - Envisioned Character

policy and associated special policies will be the only policies to provide guidance.

- The alternate policy is District - Industrial and Conservation with special policy addressing appropriate land uses and transitions. Guidance for Conservation is found in 13-CO-01.
- **Appropriate Land Uses:**
  - Appropriate land uses may include distribution, manufacturing, office, storage, warehousing, and wholesaling. Heavy industrial and higher density residential is not recommended on this site.
- **Transitions**
  - Area 13-D-IN-02 is a sensitive location due to significant environmentally sensitive features on the site (see Area 13-CO-01) and because it is adjacent to industrial and impact land uses to the north and east (see Area 13-D-IN-01 and Area 13-D-I-01), but abuts an established residential neighborhood to the south (see Area 13-T3-NM-03). Because of this sensitive location and natural features, it is important to consider this site as a transition area and require future development proposals to include design elements that create a transition on the site and protect the established neighborhood to the south. Therefore, if the proposed asphalt plant's development plan is amended or a new development plan is proposed, then effort should be made to include site design elements that create a transition between the Industrial and Impact land uses to the north and the established neighborhood to the south to protect these neighborhoods from the adverse effects of Industrial uses.
- **Design Principle: Connectivity (Pedestrian/Bicycle)**
  - A section of the Mill Creek Greenway is under development along Mill Creek south of Ezell Park, its current terminus. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
  - A bike route is planned along Franklin Limestone Road. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- **Design Principle: Density / Intensity**
  - There is existing RM9 zoning on this site. RM9 zoning permits multi-family development at 9 dwelling units/acre. Therefore, if the pending zone change to Industrial to allow an asphalt plant is not approved by Metro Council, residential development at the density / intensity of RM9 can occur. To implement non-residential development, per the appropriate land uses designated above, a zone change will be required. For this site, a zone change to a site based zoning district would be encouraged to ensure appropriate design and transitions to the adjacent residential neighborhoods.

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### D DISTRICT IMPACT POLICY

#### General Character of Impact District Areas in the Antioch-Priest Lake Community

D District Impact policy is applied to a large contiguous area that includes the Nashville International Airport, the Vulcan Materials quarry, and the correctional facility at 5135 Harding Place. D District Impact areas in the Antioch-Priest Lake Community are areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding areas or where there is an area with a concentration of a singular, impactful use and there is an expressed interest in maintaining or enhancing the separation of that use from the surrounding community.

#### How to Use This Guidance

The intent for D District Impact policy is to create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area. Impact areas should be placed in appropriate locations so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Users of the Antioch-Priest Lake Community Plan: 2011 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The D District Impact policy found in the Community Character Manual (CCM);
- The General Principles found in the CCM;
- The existing or desired character of the particular D District Impact area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Antioch-Priest Lake Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Impact policy and the General Principles in the CCM are controlling.

#### D District Impact Character Policy Area

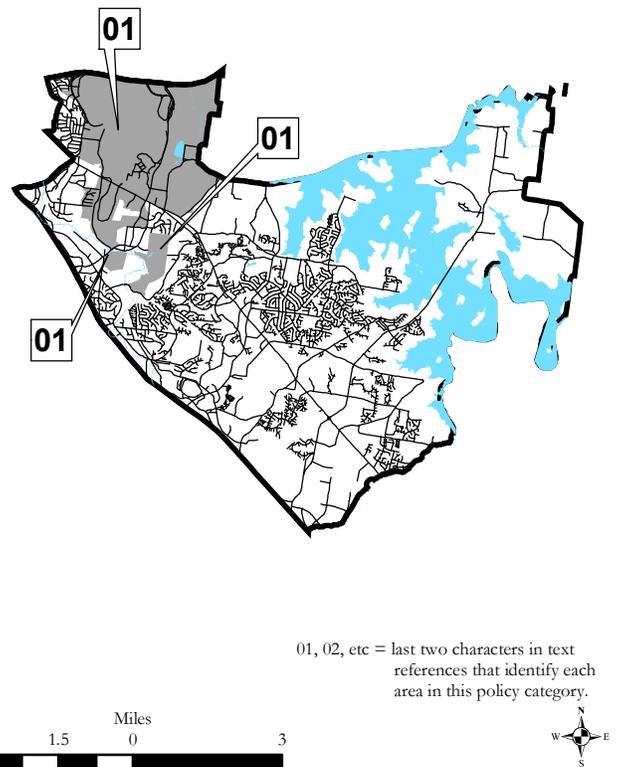
The Antioch-Priest Lake Community Plan has one area where D District Impact policy is applied to the area that contains the Nashville International Airport, the Vulcan Materials quarry, and the correctional facility at 5135 Harding Place. This area was identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features for the area.

#### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Impact area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Impact Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses

### District Impact



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- Historically Significant Sites or Features
- Local Street Connections (Refer to the Local Streets map to determine if local street connections are recommended in individual policy areas.

#### 13-D-I-01

Antioch-Priest Lake D District Impact Area 1 is referenced as 13-D-I-01 on the accompanying map. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - There is a greenway along Mill Creek within the area that will eventually be expanded along the full length of Mill Creek. See the recommendations in Chapter IV, Open Space Plan, for additional guidance and information on greenways.
  - There is a bike route planned along Franklin Limestone Road. Bike lanes are planned along BNA Drive, Doneslon Pike, Harding Place, the planned Harding Place Extension, and Murfreesboro Pike. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways.
- Design Principle: Connectivity (Vehicular)
  - The Harding Place Extension is planned to extend through this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on planned streets.
- Historically Significant Sites or Features
  - Parcels 12000003900, 12000012000, 12000003500, and 12000003500 are historically significant features. The Cole House/Colemere Club, 1400 Murfreesboro Pike and 340 Air Freight Boulevard, is designated Worthy of Conservation (WOC). The Vultee/Avco/Carlyle Plant, 1431 Vultee Boulevard, is designated National Register Eligible. The Dorothea Dix Gatehouse, 2 Dell Parkway, is designated WOC. Because of the historic designations of these properties, owners of these private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the Community Character Manual for additional guidance.

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The Hickory Hollow mall site is an extremely important piece of the Antioch/Priest Lake community. The mall opened its doors in 1978 and served as a major economic retail center up until the early 2000's. In recent years the lack of major retailers, shifts in demographics, and the increasing number of newer local malls have led to the mall becoming vacant. At one time malls were considered the ultimate shopping experience, but developing trends in mall design lend more towards "open air" configurations that allow for users to enter stores without entering the mall itself. The development scenarios proposed for the Hickory Hollow Mall build on the idea of "open air" retail

and pair it along with more sustainable, mixed-use development to provide a viable future for the site and the community.

The mall site provides many advantages for redevelopment including a central location, high traffic volumes, large land area available for redevelopment, easy interstate access, adjacent local redevelopment, and strong community support for redevelopment. The following scenarios reflect the potential the site presents for redevelopment at a larger scale with and without retaining the mall structure as a whole. Redevelopment of the site could include the addition of new land uses to the site to provide vitality and energy to the project, and make it

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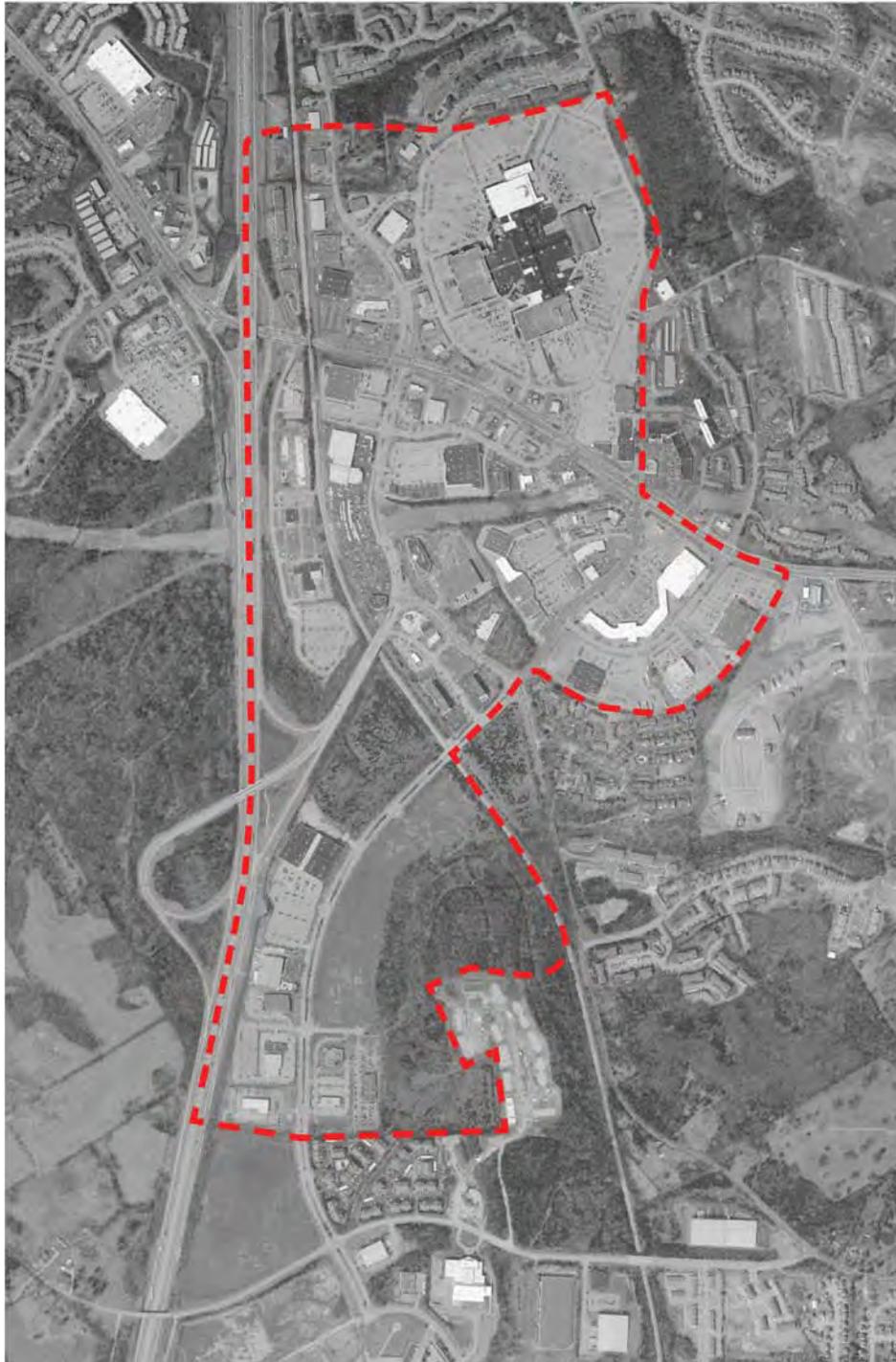


more sustainable by not being reliant solely on retail success. Mixed-use development could be in the form of new office development mixed with new retail opportunities and the addition of residential uses to the site that could provide support for potential retail and office and transit. The community does not want to see the site become high-density residential, but would be supportive of residential combined with a mixture of commercial uses. Additionally, with an aging population in the community, opportunities exist for providing senior housing that could take advantage of the mixture of uses on the site, providing seniors with access to healthcare, retail and jobs all within walking distance of home. For a community without a strong identifiable civic center, this site could also provide new civic developments such as community centers, parks and other community amenities creating a true center or “heart” for the Antioch/Priest Lake community. Regardless of the future land uses on the site, the key is to provide the proper balance and mixture of uses to sustain a successful future for the development that also meets the future needs of the community.

One factor spurring development for the mall site is the purchase of two anchor stores by Metro and Nashville State Community College. The addition of a Community College, Community Library, Park, and a Community Center will help tremendously to activate the site and have been incorporated in the following scenarios.

Transit Oriented Development (TOD) is a new development option to create successful, livable communities centered around mixed-use developments with strong transit access. TOD is typically compact development within easy walking distance of transit facilities that provides convenient housing, retail and transportation choices for transit users. Improved access to transit is very important to the Antioch/Priest Lake community. The redevelopment of Hickory Hollow Mall provides many opportunities to create a TOD that provides better transit access and facilities for the community. New mixed-use development will support transit improvements for Antioch by providing a transit “hub” with access to shopping, offices, and a residential population. Improvements could be in the form of a bus station on site, providing bus shelters throughout the site, and creating a strong link to the Murfreesboro BRT line and to Downtown Nashville.

Remember, the graphics shown as part of this development scenario are illustrations and provide only possible examples of redevelopment that fits the policy. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the T4 Urban Community Center Policy.



*The study area - outlined in a red dashed line - includes the Hickory Hollow Mall and the Crossings.*

## Antioch Priest Lake Community Plan: 2012 Update

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*The area south of Bell Road has many opportunities for redevelopment that would complement and be compatible with any redevelopment scenario for the area north of Bell Road.*



Scenario A takes the least intensive approach to the mall site. All four existing anchor stores are retained and separated from the core of the mall by transecting streets through the site. The core of the mall is kept close to its original form; however the corridors are removed to form an open air mall. The loading access areas are formed into public hardscape areas to promote

outdoor dining and passive use by the community. Most of the existing parking is retained, but a street network is formed to clean up traffic flow and beautify the site. Smaller sized retail is placed along Bell road to create a more formal street feel. A new structure is added adjacent to the former anchors to tighten development and create a core.

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*In this scenario, the interior mall corridors are opened up to create outdoor corridors. This would create an open-air town center feel that creates a sense of place and provides improved pedestrian amenities for shoppers.*



*In this view, the interior mall corridor is opened and new landscaping and outdoor seating is provided, creating an enhanced shopping experience.*

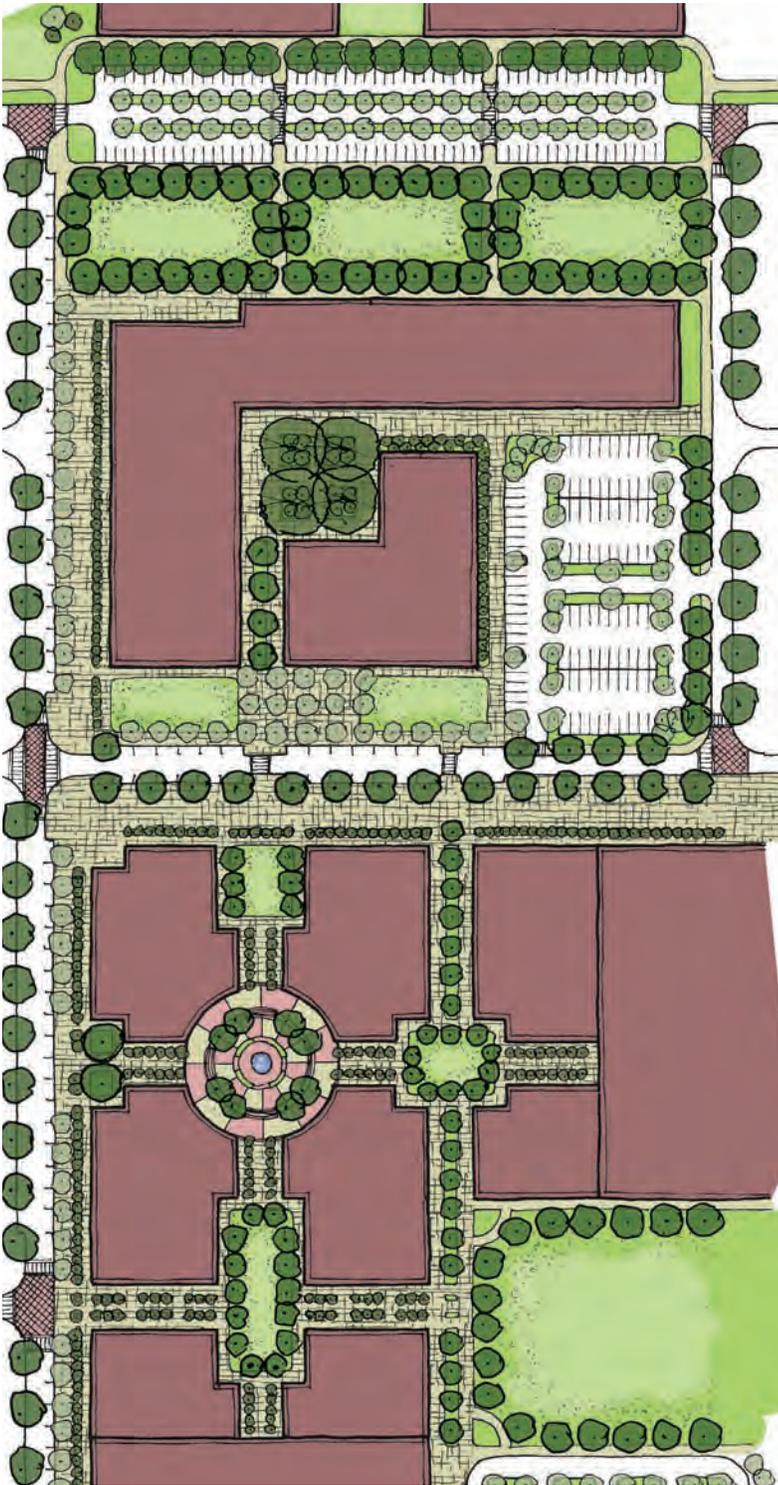
## Antioch Priest Lake Community Plan: 2012 Update

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Scenario B retains most of the existing malls footprint, but reorganizes the mall to work more in an open air, structured grid pattern. All four existing anchor buildings are retained; however the northern most anchor (formerly Sears) is reformed into a medium density housing option. The core of the mall is more pedestrian oriented, and is only permeated by two streets. Plenty of surface parking is retained, but three parking garages are added to help with additional onsite usage. A loose grid

is created on site to create a usable transportation network. Mixed use buildings are placed along Bell Road and Mt. View Road in order to formalize the street connections and create a more active street frontage. Additional structures are added to the southern portion of the site to create a vibrant and active retail core, while the proposed northern structures create medium density residential opportunities that transition into the surrounding neighborhoods.



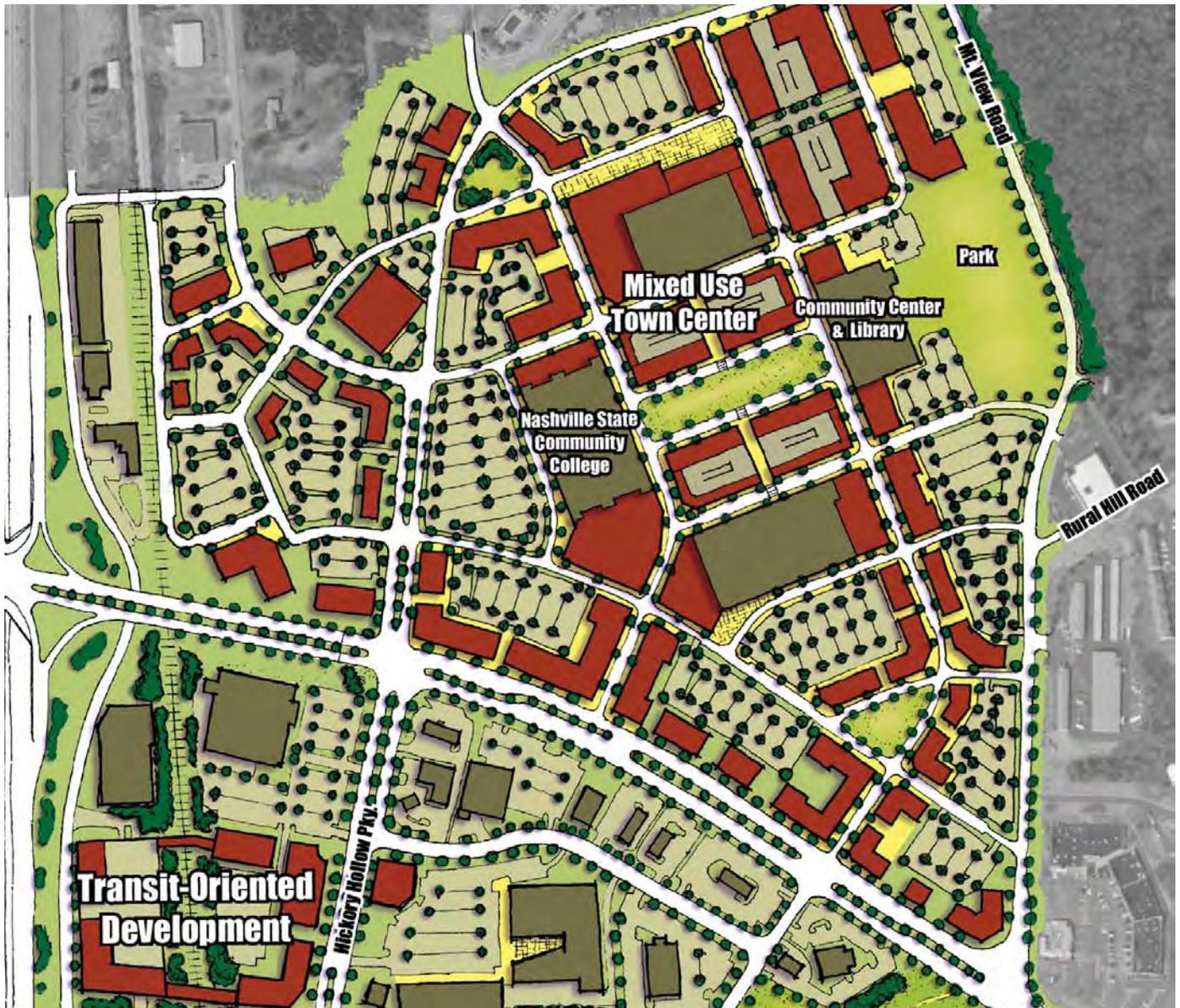
*In this scenario, a portion of the mall is opened to create an “open-air” shopping experience with a large circular plaza/fountain and a portion of the existing mall is demolished and repurposed for new residential uses.*

## Antioch Priest Lake Community Plan: 2012 Update

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*This view highlights the portion of the mall that is converted to residential uses. The existing walls of the mall are “re-skinned” to provide an attractive new residential facade. Additionally, the new residential units are oriented around a large, central park space that could contain public art and provide recreation opportunities for residents and retail patrons.*

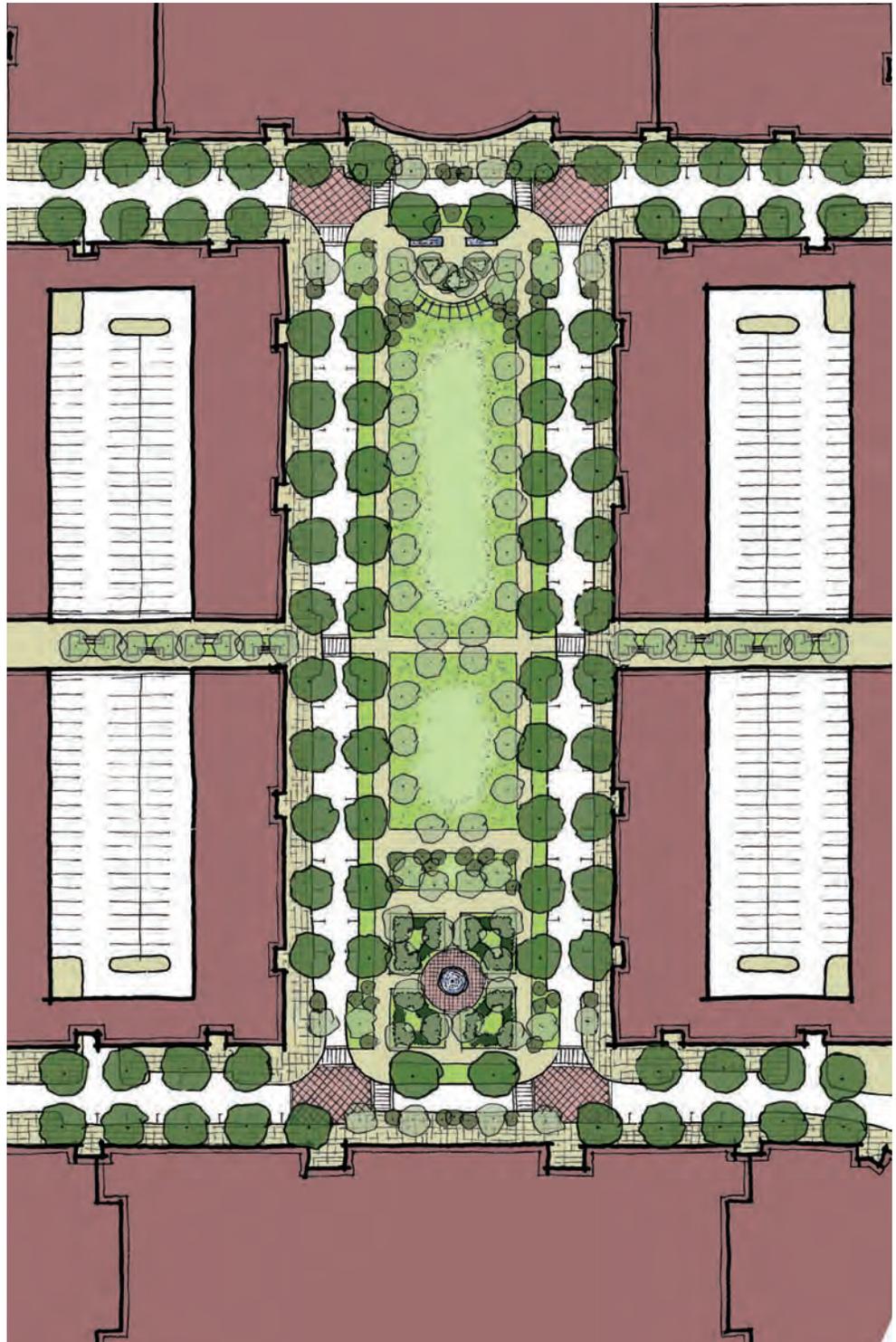


Scenario C removes the core of the mall entirely and creates a town center feel for the mall site. All four anchors are kept and wrapped by new development in the core of the site. The center of the site is home to a long linear green terminated at its ends by the Community Center and College. Both sides of the green are lined with retail and mixed used buildings. Hickory

Hollow Parkway is realigned in this scenario, leading to a new street network throughout the entire mall site. Development in this design scenario focuses on creating a strong street frontage onto Bell Road. Most of the parking in this scenario is surface parking, however some structured parking is found near the center of the site.

## Antioch Priest Lake Community Plan: 2012 Update

### Chapter 2 - Envisioned Character



*In this scenario, new streets and a large, village green are provided creating a central gathering place for residents and shoppers. Retail stores are located on the ground floor of the buildings with residential uses above fronting onto the park space. The park space contains a large green for active recreation and a smaller area of refuge containing a water fountain and seating. The central green is anchored by the Community Center/Library and the Nashville State Community College creating a very attractive center providing support for retail surrounding the park. Ample parking is provided in parking garages located in the interior of the central park blocks.*

## Antioch Priest Lake Community Plan: 2012 Update

### Chapter 2 - Envisioned Character



*This view highlights the central park's fountain feature and the new community center and library beyond. The park is lined with large shade trees providing relief from the elements for visitors of the site. Also, it contains a large central open space that provides recreational opportunities for residents and patrons of the town center.*

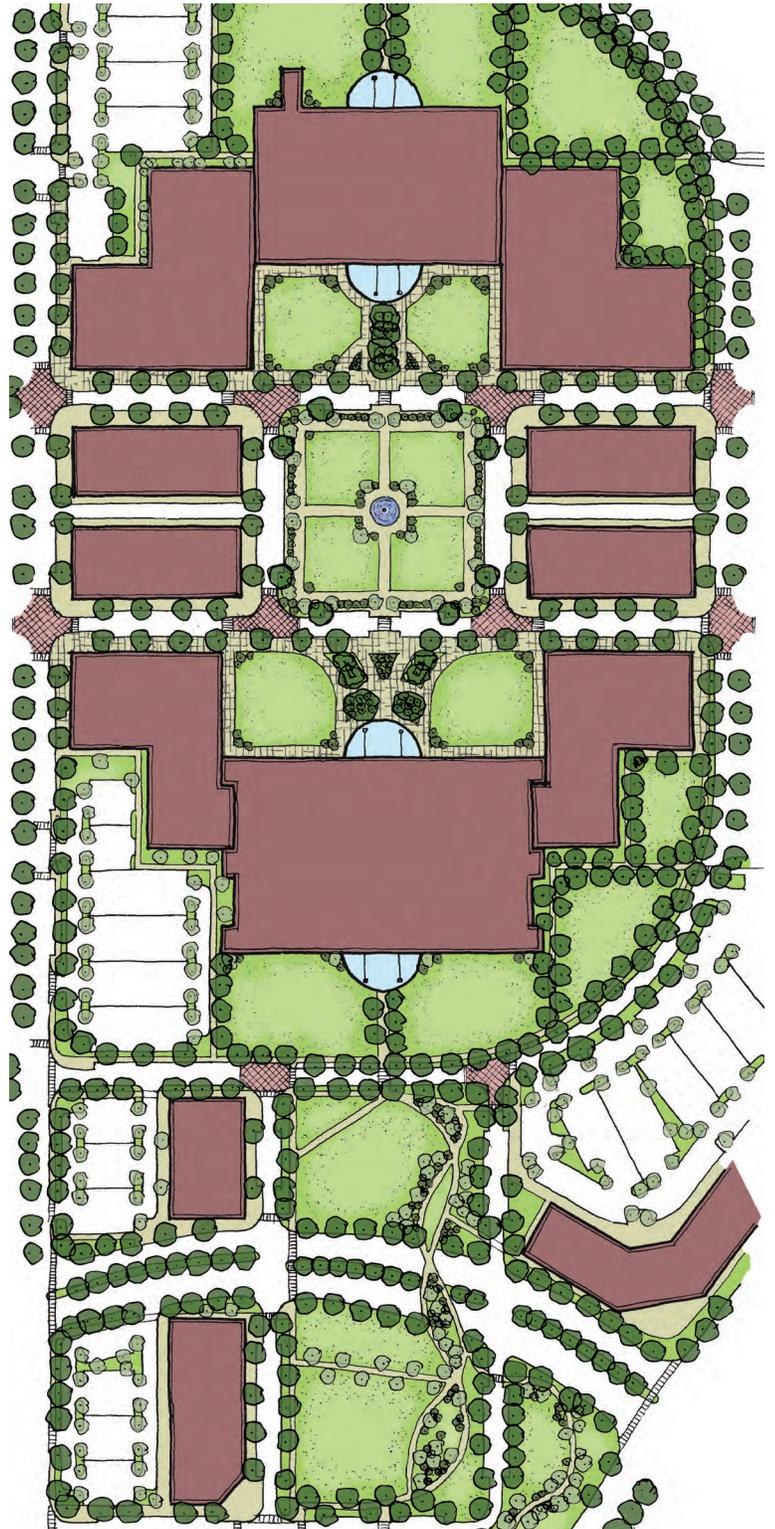
## Antioch Priest Lake Community Plan: 2012 Update

### Chapter 2 - Envisioned Character



Scenario D removes the core of the mall and the north and south anchors. This scenario strives to create a campus feel for Nashville State. A central green is created and framed by the Community Center, campus, and mixed use buildings. This central core is connected by alley ways to two smaller greens surrounded by more mixed use buildings and retail buildings.

Most of the parking is surface lots, but three parking garages are located equidistance away from the center of the site. The streets are formed on a grid pattern throughout the site to help with an increased traffic flow. Structures are placed around Bell Road to formalize the street and its views into the site. The northwestern corner of the site is used to create some medium density residential opportunities.



*This goal of this scenario was to emphasize a campus style approach including Nashville State Community College, community center, library, retail, office and residential uses. The linear park would run from the community Center all the way to Bell Road and would incorporate many different experiences for users throughout the park spaces. Retail, office, and residential uses would support the civic uses currently provided on the site. A large civic “square” would act as the focal point of the site providing areas for active recreation and relaxation.*

## Antioch Priest Lake Community Plan: 2012 Update

### Chapter 2 - Envisioned Character



*This view shows the plans central square that provides a fountain feature, public art, and pedestrian seating. The park space creates a refuge for shoppers and residents. The square is lined with retail, the community center/library, and Nashville State Community College,.*





## CHAPTER III TRANSPORTATION PLAN

### Introduction – Transportation Plan

A complete, multi-modal and well-connected transportation network is essential to the success of the community. It assists in the movement of people and goods; connects neighborhoods, open space, and employment and retail centers; and provides residents, employees and visitors the opportunity to have healthier lifestyles through walking and cycling. The street and highway network in Antioch-Priest Lake is the backbone of the community's transportation system. This network will continue to evolve in the future as the range of transportation choices evolves to include more biking, walking, and mass transit options.

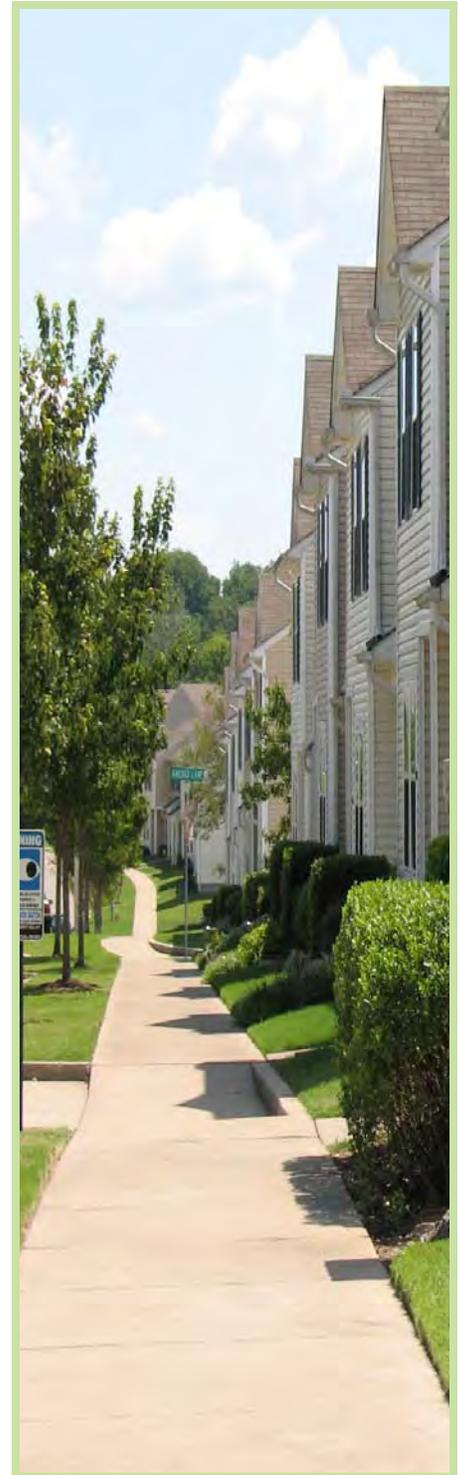
The Antioch-Priest Lake Community Plan provides guidance, through the transportation plan and associated Community Character Policies, for the future growth and development of various corridors throughout the community. The Community Character Policies found in Chapter II provide guidance on the appropriate character of land uses adjacent to the corridors taking into consideration the transportation function of the corridors. The Community Character Policies are supplemented by the Antioch-Priest Lake Community Plan's Transportation Plan – see Figure 1 and Figure 10.

### Mobility 2030 – Nashville-Davidson County's Transportation Plan

In addition to community character, the Antioch-Priest Lake Community Plan's Transportation Plan considers the needs of vehicular users, bicyclists and pedestrians in its guidance and recommendations. It does so by utilizing Mobility 2030 as its foundation. Mobility 2030 is one of the functional plans of the General Plan adopted by the Planning Commission in September, 2007. It outlines seven guiding principles for land use and transportation network decisions:

1. Create efficient community form.
2. Offer meaningful transportation choices.
3. Sustain and enhance the economy.
4. Value safety and security.
5. Protect human health and the environment.
6. Ensure financial responsibility.
7. Address transportation from a regional perspective.

The guiding principles inform the broader objectives of context-appropriate transportation investments within the community to ensure a functional transportation network, promote economic development that reduces trip lengths, and provide transportation choices for all people. The Major and Collector Street Plan (MCSP), another functional plan of the General Plan, implements these principles through a "Complete Streets" approach. The tenets of the Complete Streets approach may also be found throughout the Antioch-Priest Lake Community Character Policies in Chapter II.



## Antioch - Priest Lake Community Plan : 2012 Update

### Chapter 3 - Transportation



#### Complete Streets

Complete Streets ensures that the design and operation of corridors considers the needs of multiple users. Streets should work for drivers, transit users, pedestrians, bicyclists, freight operators, older adults, children, people with disabilities, and others. Good design standards balance engineering judgment and user needs within the context of the street. Street design relies on the design professional's knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. Complete Streets strives for a context sensitive approach to transportation planning by meeting users' needs with street components (bike lanes, sidewalks, and bus stops for example) that are based on the context – a rural street versus a suburban street, for example. The Antioch-Priest Lake Community Plan utilizes a Complete Streets approach with pedestrian and bicycle network, vehicular network, and transit network plans. Note that since Complete Streets should be sensitive to their context, not all Complete Streets will look the same. While context, usage and constraints of one street will allow for travel lanes, separate bike lanes and sidewalk, on another street, the bikeway and sidewalk may be combined into a shared, multi-use path. The Complete Streets model is used to assess and plan for streets that serve the needs of all users. It does not, however, mean that all streets will look the same.



### Pedestrian and Bicycle Network Plan

A complete transportation network provides options for pedestrians and cyclists in addition to vehicles and transit. Providing true transportation options makes a community more welcoming to more residents, employees and visitors and encourages healthy living. The Antioch-Priest Lake Community Plan, therefore, includes recommendations on the following non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals.

The Antioch-Priest Lake Community Plan and its pedestrian and bicycle network do not exist in a vacuum, rather, the network is created in light of the pedestrian and bike systems in adjacent communities. For instance, the greenway along Mill Creek is part of an overall system to eventually connect to a greenway to Downtown. This infrastructure provides recreational opportunities for the region and opportunities for residents to shift some travel to active transportation modes. Recommendations in the Antioch-Priest Lake Community Plan encourage the careful coordination of its bike and pedestrian systems with that of adjacent communities.

The countywide Strategic Plan for Sidewalks and Bikeways (adopted by the Planning Commission in April, 2011), establishes high-priority sidewalk areas and outlines future sidewalk projects planned for the Antioch-Priest Lake community. The Strategic Plan can be viewed online and includes the Bikeways Vision Plan for the County. The Vision Plan identifies major and minor roadways that should be considered for bike lanes and bike routes. The overall purpose of the Strategic Plan is to enable Metro Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians.

Figure 11 (Bicycle and Pedestrian Plan) and the sections below outline existing on-road pedestrian and bikeway facilities in the Antioch-Priest Lake Community and planned sidewalks and bikeways that are found in the Strategic Plan for Sidewalks and Bikeways. Also included are recommendations from community meetings held during the Antioch-Priest Lake Plan update process and recommendations from Planning Department staff analysis regarding pedestrian networks and bicycle facilities in the community. Note that while greenways are included on Figure 11, they are discussed in detail in Chapter IV, Open Space Plan.

### Pedestrian Facilities

Creating a walkable community involves more than installing a sidewalk or a crosswalk. It is also important to consider important amenities like pedestrian signals, street furnishings/buffers, and raised medians or pedestrian refuges. Below are descriptions and definitions of important pedestrian amenities:

A Sidewalk is a walkway that provides people with space to travel within the public right-of-way that is separated from roadway vehicles. Design guidelines recommend an adequate width that will allow two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near commercial areas, in urban areas, or anywhere with high concentration of pedestrian traffic.

The Furnishing Zone is the area parallel to the roadway and is located between the roadway and the sidewalk to provide a buffer between pedestrians and vehicles. It may contain landscaping, public street furniture, transit stops, public signage, and or utilities. The width of furnishing zones depends on the roadway classification.

The Curb Extension/Bulb Out is the extension of the sidewalk curb into the roadway that serves the purpose of reducing crossing time for a pedestrian crossing the street, minimizing the pedestrian's exposure to vehicular traffic, and increasing convenience and safety of people crossing a roadway. Curb extensions/bulb outs are most effective on streets that include on-street vehicle parking.

Pedestrian Connections are public walkways or pathways not adjacent to a street. They may connect between two public streets, or between a public street and a public facility such as a school, library, park, community center, etc. The standard pedestrian connection includes a minimum five foot sidewalk and landscaped buffers on each side (which may also provide access for maintenance). Pedestrian connections may include other items such as street lighting.

Pedestrian Signals provide specific guidance to pedestrians as to when they have the right-of-way in the crosswalk; they are set to provide enough time for pedestrians to cross a roadway. All signalized intersections should include pedestrian signals and crosswalk markings at each leg of the intersection, but these are especially important in areas with high pedestrian volumes, such as areas near schools or commercial centers.



### Existing Pedestrian Facilities in the Antioch-Priest Lake Community

Since the Antioch-Priest Lake community is suburban and rural in character, there are few existing sidewalks. This lack of pedestrian connectivity can present problems. In areas where sidewalks are present, often they are only present on one side of the street because this was all that was required by the regulations at the time they were built. The established neighborhoods of Antioch-Priest Lake such as Castlegate, Bakertown Gardens, Percy Priest Meadows, and others generally lack sidewalk infrastructure connecting to commercial services. The most southern and most eastern portions of the community also lack sidewalks; these areas rely heavily upon automobile travel because of the more rural character.

Today, the city has sidewalks requirements in place to ensure that sidewalks are built as part of new development or in areas where sidewalks are not feasible, such as rural areas, payment into a sidewalk fund is made. In Nashville/Davidson County, future publicly-constructed sidewalk projects are planned based on the Pedestrian Generator Index (PGI) (a detailed explanation of the PGI can be found in the Strategic Plan). The PGI's criteria for sidewalks is generally based on whether the setting is rural, suburban or urban, proximity to schools, location of public parks and greenways, roadway classifications, and existing transit routes. Other factors that result in a higher score include proximity to hospitals, community centers, and public housing.

Subdivisions built in Antioch-Priest Lake since the early 1990s have sidewalks. Those neighborhoods include Provincetown, Hamilton Chase, Meadowood, Hickory Highlands, Chelsea Village, Cambridge Forest, Pleasant Colony, Four Corners, Asheford Crossing, Summerfield Village, Lakewalk, Lakewood Village, Weatherstone, Lakeside Cove at Percy Priest, Park Place Condos, and Ransom Park. Sidewalks were also completed in the industrial area of Airpark Center. According to the Strategic Plan for Sidewalks and Bikeways, sidewalks were completed most recently (as of August, 2012) in the following areas:

- Connecting the surrounding neighborhoods to Glenview Elementary School along Massman Drive from Patricia Drive to Glastonbury Road and Goodbar Drive from Kipling Drive to Vultee Boulevard.
- Along Glenpark Drive from Dunailie Drive to Finley Drive and along Finley drive near Glengarry Elementary School.
- In the neighborhoods near Moss Elementary School and Apollo Middle School on Artelia Drive from Dowdy Drive to

Richards Road, Dowdy Drive from Artelia Drive/Bowfield Road to Reeves Road, and on Debra Drive from Richards Road to Bowfield Road.

- Along Blue Hole Road near Lighthouse Christian Academy.
- Near Lakeview Elementary along Bell Road from Mossdale Drive to Edge O Lake Drive, Mossdale Drive from Bell Road to Rural Hill Road and from Owendale Drive to Anderson Road, and Owendale Drive from Mossdale Drive to Anderson Road.
- Along Old Murfreesboro Pike and Murfreesboro Pike near Una Elementary and along Smith Springs Road between Murfreesboro Pike and Old Murfreesboro Pike.
- Figure 12 depicts the existing sidewalk system and Pedestrian Generator Index in the Antioch-Priest Lake Community as a "heat map" with the areas with the greatest pedestrian activity (and the greatest need for sidewalks) in a deep purple-blue color.

# Antioch - Priest Lake Community Plan : 2012 Update

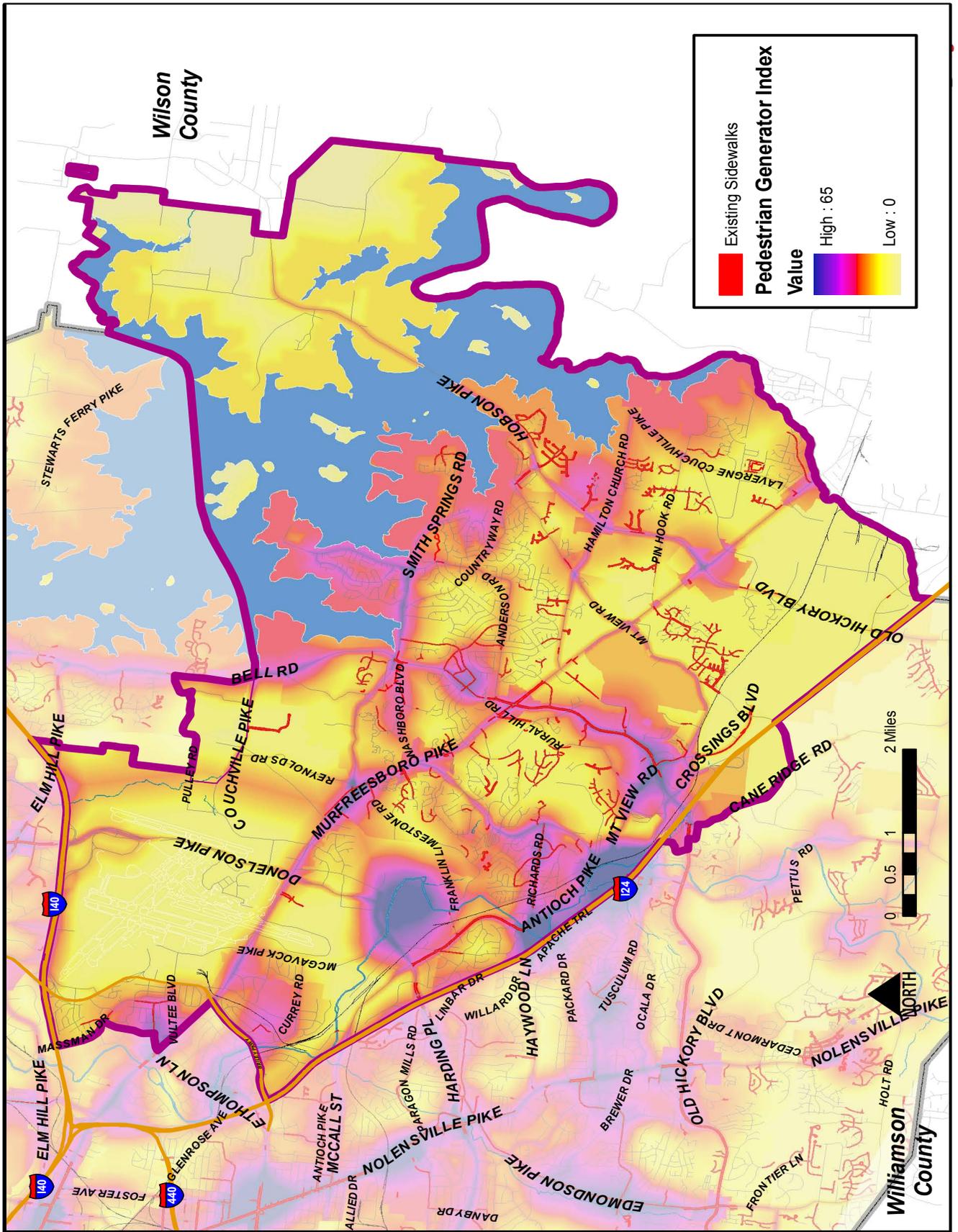
## Chapter 3 - Transportation

- The Pedestrian Level of Service (PLOS) is included in the table. PLOS indicates the quality of existing pedestrian infrastructure. Infrastructure in good condition, adequately sized, and buffered from traffic is most likely indicated by a PLOS of A or B. Streets where there is no pedestrian infrastructure, or it exists, but is in need of repair and poorly-sized, have a PLOS of E or F.
- The range for the Pedestrian Generator Index (PGI) is indicated. Higher scores indicate a stronger need for sidewalks based on the criteria that compose the PGI score. For example, a street that connects a school to a community center will likely have a higher PGI than a street that connects homes down a cul-de-sac.
- Health and safety are two components to analyze while considering sidewalk priorities. Providing active transportation options for populations more prone to health-related issues such as obesity and diabetes is another important factor in balancing pedestrian priorities. An assessment of the health by Census tract conducted by the Nashville Area MPO was analyzed on a scale from 0 to 6. Those tracts having a score of 4 or 6 have populations prone to these health-related issues. They are flagged 'yes.' Providing active transportation options in these areas are an additional component of trying to improve measures involving these diseases.
- Crash data was also utilized to determine the number of crashes involving pedestrians along that corridor. Those injury-related crashes are noted and are another factor in determining the need for bike infrastructure.
- The table also provides a list of basic community services that are within a half-mile of each proposed sidewalk project. Sidewalk projects – whether sidewalk repair or new construction - that connect to centers and community services are higher priorities.
- Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project's priority (high, medium, or low) considers all of the factors outlined and is noted in the last column. High priority projects are highlighted in pink.

vehicular travel lanes and a bike lane by restriping the pavement. This is not an ideal solution to accommodate pedestrians, but a bike lane provides a buffer that can be utilized while walking and does not require more expensive treatments such as acquiring additional right-of-way and rebuilding a street's curb. Metro Public Works may consider and analyze the impacts of reducing the vehicular lanes to provide a bike lane as repaving occurs.

Where sidewalks cannot be provided immediately, bike lanes are recommended as an interim solution. Three such sidewalk segments are flagged for interim bike lanes. Sidewalks are desired along these routes, and the routes currently have three vehicular travel lanes. A feasible, interim, alternative solution may be a road diet, which is where a road is reduced to two

Figure 12: Pedestrian Generator Index (PGI) for Antioch - Priest Lake



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### Planned Pedestrian Facilities in the Antioch-Priest Lake Community – The Strategic Plan for Sidewalks and Bikeways

The Strategic Plan for Sidewalks and Bikeways establishes the vision for future pedestrian infrastructure in Antioch-Priest Lake. Within the plan, the following arterial-boulevards are identified for future sidewalks:

- East Thompson Lane, east of Interstate 24 to Lawndale Drive;
- Murfreesboro Pike, south of Briley Parkway;
- Donelson Pike, south of Interstate 40;
- Smith Springs Road, east of Murfreesboro Pike;
- Bell Road, south of Interstate 40;
- Mt. View Road, west of Bell Road;
- Hickory Hollow Parkway;
- Una Antioch Pike;
- Antioch Pike, north of Harding Place;
- Antioch Pike, south of Haywood Lane;
- Mt. View Parkway; and
- Old Hickory Boulevard/Hobson Pike, north of Interstate 24.

The following collector-avenues are identified for future sidewalks:

- Vultee Boulevard, east of Murfreesboro Pike to Goodbar Drive;
- Anderson Road, east of Bell Road to Forest Trace Drive;
- Richards Road, east of Antioch Pike to Lori Drive; and
- Hamilton Church Road, east of Murfreesboro Pike to Hobson Pike.

Additionally, a number of local streets are identified to complete gaps in the sidewalk system and connect established neighborhoods.

This list of planned sidewalks is not exhaustive and is subject to change with the utilization of the PGI matrix and further field analysis conducted by Metro Public Works. In all cases, for details of sidewalk projects and information about sidewalk maintenance and repairs per the Strategic Plan, Antioch-Priest Lake stakeholders are encouraged to consult the Strategic Plan for Sidewalks and Bikeways and/or contact Metro Public Works.

### Recommended Pedestrian Facilities for the Antioch-Priest Lake Community

Table 3 outlines recommended pedestrian facilities for the Antioch-Priest Lake Community based on community and Council member input and the recommendations of Planning staff. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting commercial centers to established neighborhoods, providing sidewalks in areas lacking pedestrian infrastructure and increased automobile traffic, and estimated cost. The table provides the following information, which was used to judge and prioritize the many proposed sidewalk projects.

- The estimated length of each sidewalk project is indicated on the table.
- The cost of the proposed sidewalk project is included. In some instances where curb and gutter exist, the construction of only a sidewalk is necessary, but in most instances, curb, gutter and sidewalks are needed (meaning that to create a sidewalk, it will be necessary to provide stormwater management through pipes instead of a ditch – this results in a higher cost). The cost range is a planning estimate based on recent, similar projects; once design work is complete, a more definitive cost will be available. Environmental constraints are another factor impacting costs, which is especially pertinent in Antioch-Priest Lake. Projects that have more types of environmental constraints are likely to have higher costs.
- The table notes which land uses flank each proposed sidewalk project because transportation planning and land use planning should be linked – providing transportation options where the existing land uses are likely to generate walkers, cyclists and drivers.
- Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity.
- Further aspects of the street that are noted in the table include the street's functional class, which describes the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards collect traffic from collector-avenues at high speeds and are likely priorities for adequate pedestrian infrastructure.

**Table 3: Recommendations for Pedestrian Facilities in Antioch - Priest Lake**

Project	From	To	Approximate Length (mi)	Sidewalk Only	Sidewalk, Curb & Gutter	Estimated Cost Range	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Pedestrian LOS	Pedestrian Generator Index	SPI Greater Than 20	Health Impact Assessment (4 or 6)	2004-2008 Pedestrian Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority	
Hobson Pike Sidewalks	Mt. View Elementary	JF Kennedy Middle School	1.3		X	\$1,700,000 - \$3,400,000	None identified	T3 CC D1 T3 NE T3 POS	AB	35/ 45	D/ E	3 - 10	N	N	0	X							High
Pinhook Road Sidewalks	Bradburn Village Drive	Hobson Pike	0.6		X	\$800,000 - \$1,600,000	None identified	T3 CC T3 NE T3 POS	C.A	45	D	14 - 21	N	N	0	X							High
Una-Antioch Pike/Nashboro Boulevard Sidewalks	Ransom Village Way	Glen Avenue	0.9	X		\$400,000- \$700,000	Slopes	T3 CM T3 NM	AB/C A	35	E/ D	11 - 19	N	Y	0			X			X		Medium
Murfreesboro Road Sidewalks	South of Nashboro Boulevard	Ransom Place	0.4	X		\$200,000 - \$300,000	None identified	T3 CM	AB	?	D/ E	17 - 19	N	Y	2 - Injury	X					X		Medium
Bell Road Sidewalks & Internal Connections	Interstate 24	Mt. View Road	1.1	X		\$500,000 - \$900,000	Floodplain impact	CO T3 CC T4 CC	AB	35	E/ D	20 - 30	Y	Y	2 - Injury	X	X	X			X		High
Mt. View Road Sidewalks	Bell Road	Rural Hill Road	0.3		X	\$200,000 - \$600,000	None identified	T4 CC T3 CC T3 RC	AB	35	D	28 - 30	Y	Y	0	X	X	X			X		High
Rural Hill Road Sidewalks	Took Drive	Mt. View Road	0.4		X	\$240,000 - \$720,000	Slopes	T3 NE T3 NM T3 OS T3 RC T3 CC T4 CC	C.A	35	D	11- 25	Y	Y	0	X	X	X			X		High
Anderson Road Sidewalks	Bell Road	Alicia Lane	1.2	X		\$600,000 - \$1,000,000	Adjacent floodplain 1 stream crossing	T3 CM T3 NM	C.A	35	E	11 - 14	Y	Y	0	X					X		High - Bike Lane Road Diet?

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### Pedestrian Priorities for the Antioch-Priest Lake Community

Three sets of sidewalk projects were identified for the Antioch-Priest Lake Community as high priorities. Residents voiced strong support for these projects. While many sidewalks projects are accomplished with private development, these projects would likely require public financing on some level.

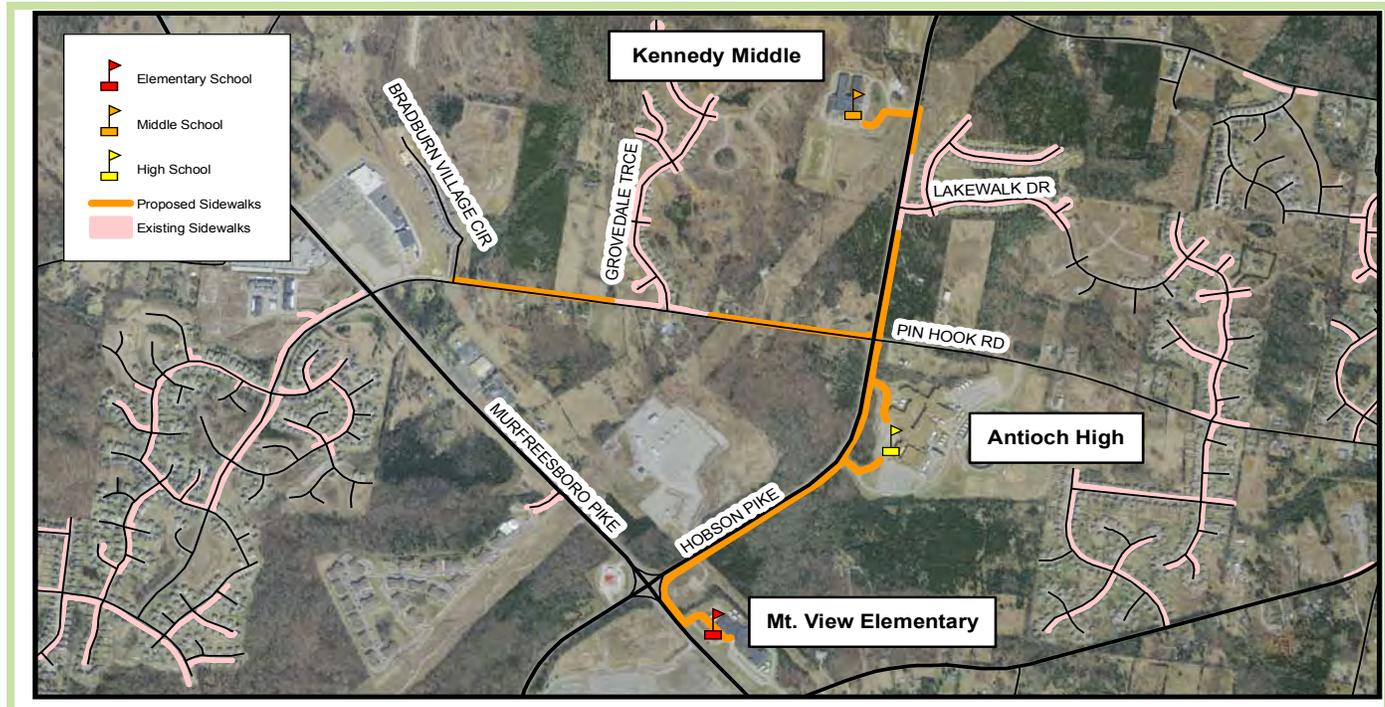
#### Construct a sidewalk along Hobson Pike from Mt. View Elementary School to Kennedy Middle School and along Pinhook Road from Bradburn Village Drive to Hobson Pike

Within Antioch-Priest Lake, Metro Public Works has constructed sidewalks near several elementary and middle schools. In many instances, these schools are surrounded by residential neighborhoods. The southeast portion of the Antioch-Priest Lake community is still developing, and currently there are no sidewalks connecting the newly built residential areas to schools. Hobson Pike is a rural, two-lane arterial-boulevard with a PLOS of D and E indicating an unsafe walking environment, particularly for school-age children. Posted speed limits range from 35-45 mph. Pinhook Road is a rural, two-lane collector-avenue with a PLOS of D. Figure 13 shows a map of the area and

the school locations.

It is envisioned that the area will continue to see residential development. Constructing sidewalks now will assist in the future as this area continues to develop. Residents were highly supportive of this project during the planning process for Antioch-Priest Lake.

Figure 13: Sidewalk Priority - Hobson Pike and Pinhook Road



**Construct sidewalks along Bell Road from Interstate 24 to Mt. View Road, along Mt. View Road from Bell Road to Rural Hill Road, and along Rural Hill Road from Took Road to Mt. View Road**

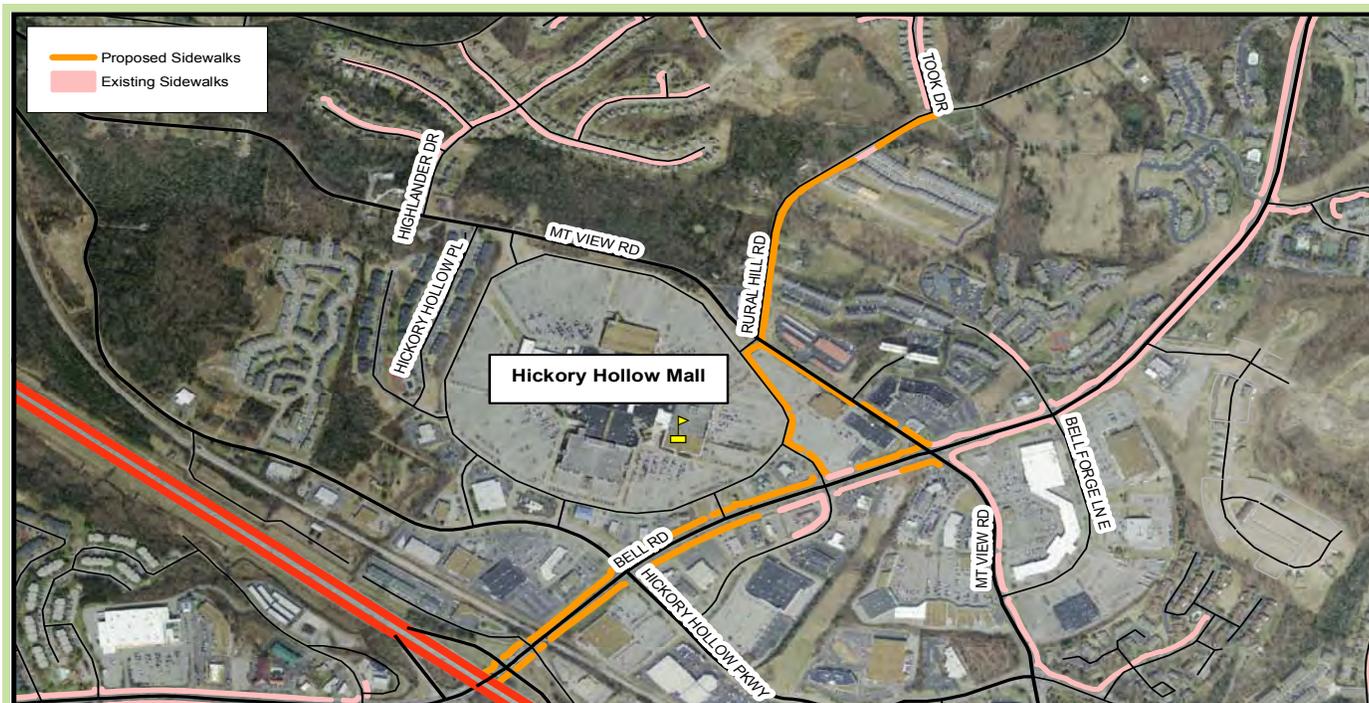
The area around Hickory Hollow Mall will be transformed with the addition of Nashville State Community College, and a shared Metro Library, Community Center and Park. Figure 14 depicts the general area. During the planning process, stakeholders were highly supportive of the Mall's transformation and linking it better to the surrounding community through sidewalks and other active transportation means. As this area develops into these community uses and Nashville MTA continues to operate a Park and Ride at the former mall, connections to non-motorized travel modes will be important.

Bell Road has a PLOS of D and E and has had two pedestrian injury crashes. Rural Hill Road and Mt. View Road have a PLOS of D. Connecting Bell Road to the surrounding commercial services with sidewalks is important to provide a dedicated path of travel for pedestrians utilizing the mass transit options, services of the new community center, and transforming the area's character into a more walkable environment. Also, connecting the area to the surrounding residential along Rural Hill Road is key

to providing additional active transportation options for the neighborhoods along the street.

Currently, there are no dedicated funds within the Capital Spending Plan to enhance the streetscape and sidewalk infrastructure leading up to the community center uses. Residents are encouraged to work with their elected officials to secure additional funding on this high priority project.

**Figure 14: Sidewalk Priority - Bell Road near Hickory Hollow Mall**



# Antioch - Priest Lake Community Plan : 2012 Update

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### Construct sidewalks along Anderson Road from Bell Road to Smith Springs Road

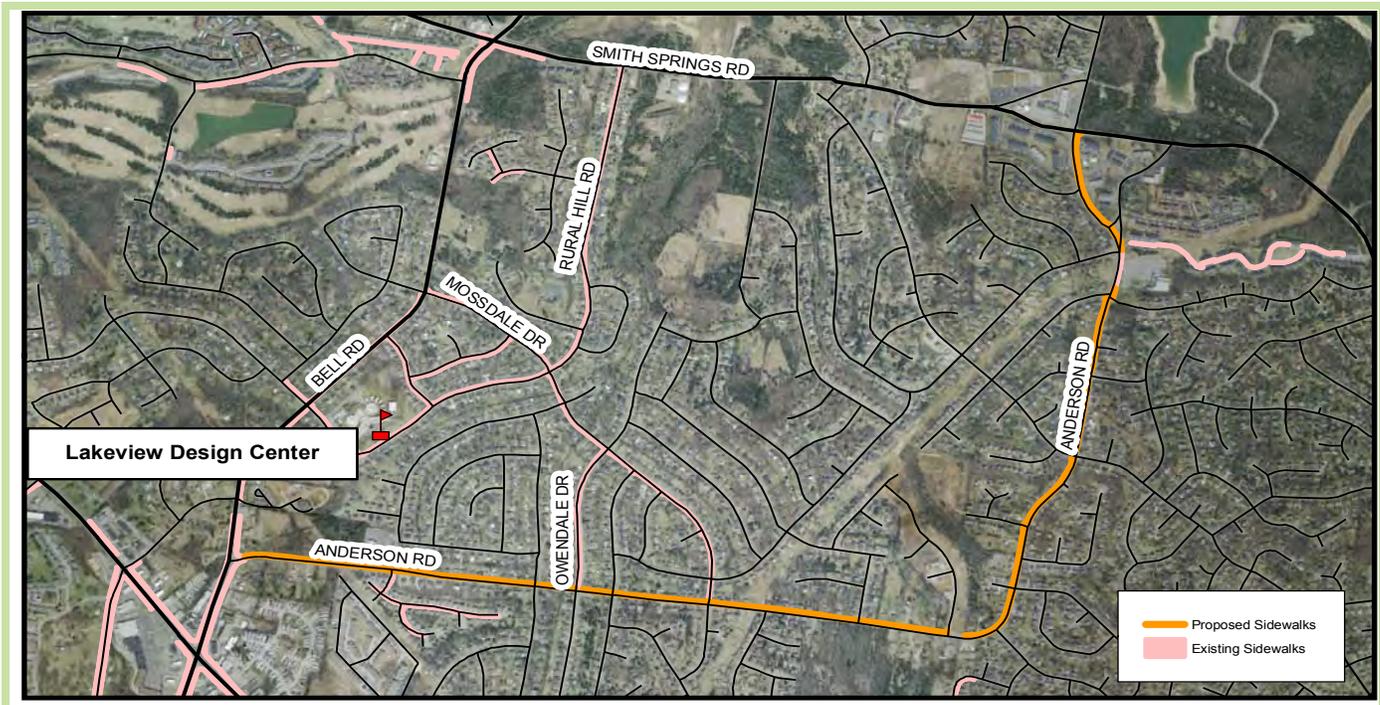
The area bounded by Bell Road, Anderson Road and Smith Springs Road, including the subdivisions of Priest Lake Meadows and Castlegate, was mostly developed in the 1970s and 80s. At that time, sidewalks were not required as part of development. Metro Public Works has constructed sidewalks along key routes leading to Lakeview Elementary School, but sidewalks are still needed along Anderson Road connecting Bell Road to the community center at Smith Springs Road.

Anderson Road was constructed as a three-lane street with curb and gutter along most segments. It has a PLOS of E, indicating a strong need for pedestrian improvements. Anderson Road also connects to a number of destinations within walking distance and a residential population identified as a high health need according to the Nashville Area MPO's analysis of Census tracts. There have been two pedestrian injury crashes in the area. Installing sidewalks along the entire route would be expensive. Because there are no sidewalks, people often walk on the shoulder along Anderson Road. Adding bike lanes would encourage people to safely cycle in bike lanes rather than walk where there is no sidewalk. A study is needed to examine

whether a road diet – where the street is reduced to two lanes and the extra pavement is used for bike lanes—might be an effective alternative. A bike lane would provide a dedicated path of travel for bicyclists and a buffer between pedestrians and traffic. A road diet would transform Anderson Road from a street with a center turn lane to a two lane facility with bike lanes through restriping and might be a more cost-effective alternative until financial resources are secured for sidewalk installation. Additional study of this alternative treatment is recommended and should include additional community input. Anderson Road is also identified as a high priority for bike lanes in this plan.

Residents living in the neighborhoods surrounding Anderson Road were highly supportive of new sidewalks during the planning process. Figure 15 shows the extent of proposed sidewalks along Anderson Road.

Figure 15: Sidewalk Priority - Anderson Road



### Bicycle Facilities

The bikeways Vision Plan of the Strategic Plan for Sidewalks and Bikeways recommends a county-wide bicycle network. The Vision Plan recognizes that roadways will be improved and, at that time, options for including bikeways should be considered. The Strategic Plan recommends that if a roadway is designated in the Vision Plan to have bikeways, any future roadway improvement projects on those roads should include bikeways as an important component of the overall project plan and budget.

Bicycling on local streets can be an enjoyable form of recreation, but is also a viable transportation option for many. Yet modern-day cyclists face problems related to suburban sprawl, motor vehicle speed and traffic volume. The bikeways needed to maintain bicycling as a feasible transportation mode have been frequently overlooked in creating our transportation systems. This situation has been changing in recent years, and now people want more ways to get around their communities and elsewhere via bicycle. People want to be able to make bicycling trips in a safe and enjoyable manner. Below are descriptions and definitions of important bikeway facilities:

A Bikeway is a generic term used to describe a roadway or path that in some form is specifically designated for bicycle travel. The more specific types of bikeways are defined below:

Bike Lanes are sections of a roadway that have been designated by striping, signing and pavement marking for the exclusive use of bicycles.

A Bike Route is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of bike facility is a "shared use" road with wide curb lanes or paved shoulders.

Shared Use Roadway and/or Wide Outside Lane are sometimes synonymous with a bike route. It is a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

A Multi-Use Path is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet and in rural areas the separation should be incorporated through a swale or ditch. This may also be known as a greenway. Bike Parking includes a designated area and secured equipment

for safely parking bicycles. A lack of bicycle parking is a significant deterrent to bicycle use. The availability of safe and convenient parking is important at land uses such as commercial shops, libraries and schools in a community.

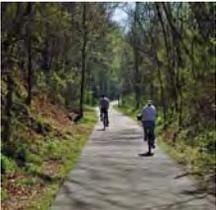
### Types of Bicycle Riders

Different bikeway facilities are attractive to certain types of cyclists. During the Antioch-Priest Lake planning process, stakeholders were asked if they were a cyclist and, if so, what type of cyclist they were. Most indicated that they were interested in biking, but had certain safety concerns. The following summarizes most users of bikeways and lists the types of facilities that might be most appropriate.

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## Chapter 3 - Transportation

**Table 4: Type of Bike Rider**

Type of Bicycle Rider	Description and Most Appropriate Infrastructure	Approximate Percentage of Stakeholders
<p><b>Not Interested</b></p> 	<p>This group includes non-cyclist and/or people that feel there are enough bicycle facilities provided within the community</p> <p>They find that no additional infrastructure is needed.</p>	<p>Only one community member said (s)he was not interested in bike infrastructure.</p>
<p><b>Interested but Concerned</b></p> 	<p>This group includes the majority of casual riders. They may occasionally ride on trails or on bike lanes in their neighborhood, but are afraid to venture onto fast moving, busy streets. They would ride more if they felt more comfortable on the road with fewer and slower moving cars and if better bike facilities existed within the community.</p> <p>Appropriate Infrastructure:</p> <ul style="list-style-type: none"> <li>● Multi-Use Path</li> <li>● Greenway</li> </ul>	<p>The majority (approximately 70%) of Antioch-Priest Lake community members surveyed said they were interested in biking but had some concerns.</p>
<p><b>Enthusied and Confident</b></p> 	<p>This group includes casual and frequent riders who feel more comfortable on busy streets with bike lanes. They are not quite ready to mix with traffic, but are more comfortable on the road than most riders.</p> <p>Appropriate Infrastructure:</p> <ul style="list-style-type: none"> <li>● Multi-Use Path</li> <li>● Greenway</li> <li>● Bike Lane</li> </ul>	<p>A number of community members surveyed said they were enthusiastic about biking.</p>
<p><b>Strong and Fearless</b></p> 	<p>This group includes a very small percentage of riders that are typically experienced cyclists that feel comfortable in most situations, but would like to see more bike facilities provided within the community.</p> <p>Appropriate Infrastructure:</p> <ul style="list-style-type: none"> <li>● Bike Lane or Ride in Traffic</li> <li>● Signed Bike Route</li> <li>● Wide Outside Lane or Shoulder</li> </ul>	<p>No community members responded to the survey that they were “strong and fearless” rider.</p>

During the Antioch-Priest Lake Community Plan update process, the majority of stakeholders who participated in the cyclist survey noted that they were interested in more cycling options, but did not want to ride on the community's busiest streets. To address this request, the Transportation Plan proposes "bike loops." These loops create routes through bike lanes and bike routes. These loops are more bike-friendly and intended to attract most riders onto low traffic streets for recreational purposes. In some cases, the bike loops connect to a bike lane or bike route on a busier street, if the rider wants to use the loop to avoid riding on the busier street for some distance, but then wants to use the busier street to get to a commercial or civic destination.

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### Existing Bikeways in the Antioch-Priest Lake Community

In the Antioch-Priest Lake Community, there are existing bike lanes (as of August, 2012) along:

- Nashboro Boulevard and
- Bell Road from Elm Hill Pike to Nashboro Boulevard.

In the Antioch-Priest Lake Community, there are existing bike routes (as of August, 2012) along:

- East Thompson Lane to Murfreesboro Pike;
- Knights of Columbus Boulevard between Briley Parkway and Interstate 40;
- Mossdale Drive from Bell Road/Pleasant Hill Road to Anderson Road;
- Owendale Drive from Hamilton Church Road to Mss Springs Drive; and
- Country Way Road/Huntingboro Trail/Mt. View Road/Smith Springs Parkway between Anderson Road and Hobson Pike

### Planned Bikeways in the Antioch-Priest Lake Community – The Strategic Plan for Sidewalks and Bikeways

The Strategic Plan for Sidewalks and Bikeways establishes the vision for future bike infrastructure in the Antioch-Priest Lake community. Within the plan, the following arterial-boulevards are identified for future bike lanes:

- Murfreesboro Pike
- Donelson Pike
- Antioch Pike
- Blue Hole Road
- Bell Road south of Nashboro Boulevard
- Smith Springs Road east of Bell Road
- Old Hickory Boulevard/Hobson Pike

The following collector-avenue is identified for a future bike lane:

- Franklin-Limestone Road

The following local streets are identified for future bike lanes:

- Apollo Drive
- Barclay Square Drive

### Recommended Bikeways Facilities for the Antioch-Priest Lake Community

Table 5 outlines recommended bike facilities for the Antioch-Priest Lake Community based on community and Council member input and Planning staff recommendations. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting to commercial centers from established neighborhoods; providing bikeways in areas that lack bicycle infrastructure and have increased automobile traffic; and estimated cost. The estimated length of each bike project is indicated on the table. Other factors that were considered and are included in the table include:

- The type of bike infrastructure installation. Options include - shared use trail, adding pavement with curb and gutter, adding pavement with swale, restriping with curb and gutter, restriping with swale, or adding signs, sharrows, and bike-friendly grates. Each type of installation tries to maximize the street infrastructure already present and enhance it with an appropriate and cost-effective solution.
- An estimated cost range, which is a planning estimate based on recent, similar project; once design work is complete, a more definitive cost will be available.
- The number of vehicular travel lanes. Those streets with more lanes are more likely to have higher speeds and more traffic making bicycling more difficult.
- The potential rider type. This represents Planning staff's understanding of which rider type will be most attracted to the type of facility. This is included to ensure that there are some bikeway projects provided for all user types.
- A list of assumptions and constraints is also presented that might impact cost or make the installation of the bikeway more difficult.
- The table notes which land uses will flank each proposed bikeway project. Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity.
- The street's functional class is also listed, which describes the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards which collect traffic from

collector-avenues at high speeds are likely top priorities for adequate bikeway infrastructure.

- The Bicycle Level of Service (BLOS) indicates the quality of existing bike infrastructure. Infrastructure in good condition, provides a dedicated path for a bicyclist, adequately sized, and buffered from traffic is most likely indicated by a BLOS of A or B. Streets where the shoulder is narrow with high traffic speeds, no dedicated path for bicyclists, or exists but is in need of repair, have a BLOS of E or F.
- Health and safety are two components to analyze while considering bikeway priorities. Providing active transportation options for populations more prone to health-related issues such as obesity and diabetes is another important factor in balancing bikeway priorities. An assessment of the health by Census tract was analyzed, and those tracts with populations more likely to have these health-related issues are flagged 'yes.' Providing active transportation options in these areas are an additional component of trying to improve measures involving these diseases.
- Bicycle crash data are also included as another factor in determining the need for bike infrastructure.
- A list of basic community services that are within a half-mile of each proposed bikeway is also included. Bikeways connecting to centers and community services are likely to be prioritized higher if no walking and biking infrastructure currently exists.
- Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project's priority (high, medium, or low) considers all of the factors outlined and is noted in the last column. High priority projects are highlighted in pink. Projects that are currently not reflected in the Strategic Plan for Sidewalks and Bikeways are noted in the last column and are recommended to be added with any future update.

Table 5: Recommended Bikeway Facilities for Antioch - Priest Lake

Project	From	To	Approximate Length (mi)	Project Type						Estimated Cost Range (millions)	Number of Vehicular Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	Health Impact Assessment (4 or 6)	2004-2008 Bicycle Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
				Add Pavement with Curb & Gutter	Add Pavement with Swale	Restripe with Curb and Gutter	Restripe with Swale	Add Signs, Sharrows, Bike-Friendly Grates	Multi Use Path																		
Murfreesboro Road Bike Lanes	East Thompson Lane	Donelson Pike	2.6			X			\$120,000 - \$160,000	5/7+	"Strong and fearless"	<ul style="list-style-type: none"> <li>Utilize existing swale and curb &amp; gutter</li> <li>No existing sidewalks except from Cleary to south of Valley</li> <li>Mostly sufficient pavement width if travel lanes narrowed</li> </ul>	Medians Valley Blvd overpass Airport runway overpass	T3 CM T3 NM D1 D OC	AB	45	A/C	Y	1 - Injury	X						X	Medium
Murfreesboro Road Bike Lanes	Donelson Pike	Bell Road	3.2				X		\$5,400,000 - \$12,700,000	5/6/7+	"Strong and fearless"	<ul style="list-style-type: none"> <li>Not enough existing pavement for most of the route</li> </ul>	None identified	D1 D OC T3 CM T3 NC T3 NM	AB	45	D/C	Y	1 - Injury	X				X	Medium		
Murfreesboro Road Bike Lanes	Bell Road	County Line	4.2					X	\$200,000 - \$270,000	5/7	"Strong and fearless"	<ul style="list-style-type: none"> <li>Consistent 65' of pavement on most of route</li> <li>Mostly sufficient pavement width if travel lanes narrowed</li> </ul>	1 stream crossing	T3 CM T3 NE T3 LC (3) T3 NM D1	AB	45	D	N	2 - Injury	X				X	Medium		
Bell Road Bike Lanes	Cane Ridge Road	Anderson Road	2.8			X			\$150,000 - \$180,000**	5+	"Enthusiast and confident"	<ul style="list-style-type: none"> <li>Consistent 65' of pavement on most of route</li> <li>Mostly sufficient pavement width if travel lanes narrowed</li> </ul>	Slopes 1 stream crossings Interstate 24 Underpass	T3 LC (2) CO T3 RC T3 OS T3 CM	AB	45/35	E/A/E/D	Y	1 - Injury	X	X	X				X	High
Bell Road Bike Lanes	Anderson Road	Nashboro Boulevard	1.1				X		\$1,200,000 - \$4,400,000	2/5+	"Enthusiast and confident"	<ul style="list-style-type: none"> <li>Not enough existing pavement for most of the route</li> </ul>	Stream crossing Floodplain crossing	T3 CM T3 NM T3 OS	AB	35	D	Y	0	X					X	High	
Antioch Pike Bike Lanes	Interstate 24 Overpass	Blue Hole Road	3.7			X			\$5,900,000 - \$14,700,000	2/5	"Enthusiast and confident"	<ul style="list-style-type: none"> <li>Not enough existing pavement on 2 lane sections</li> <li>Pavement on 5 - lane section is narrow</li> </ul>	2 stream crossings	D1 D OC T3 CM CO T3 POS T3 NC	AB	35	D	Y	0	X	X	X					Medium
Harding Place Bike Lanes	Interstate 24	Donelson Pike	1.4						\$700,000 - \$900,000	5+	"Strong and fearless"	<ul style="list-style-type: none"> <li>A few small minor improvements where not enough pavement</li> <li>Break out section from Railroad to Donelson</li> </ul>	Railroad overpass 1 stream crossing Adjacent floodplain	D OC D IN D1 CO	AB	45	D/A	Y	3 - Injuries	X	X	X				X	Medium
Donelson Pike Bike Lanes	Harding Place	Interstate 40	3.6					X	\$190,000 - \$230,000	4/5+	"Strong and fearless"	<ul style="list-style-type: none"> <li>Existing curb and gutter lays</li> </ul>	Airport runway overpass	D IN D1 D OC	AB	40	D/E	N	0	X	X						Low
Smith Springs Road Bike Lanes	Murfreesboro Pike	Bell Road	1.7			X			\$1,800,000 - \$6,700,000	2	"Enthusiast and confident"	<ul style="list-style-type: none"> <li>Higher costs because of adding curb and gutter</li> </ul>	Adjacent floodplain Slopes	T3 OS T3 NM T3 NC (2)	AB	40	D	Y	0	X	X						Medium
Smith Springs Road Bike Lanes	Bell Road	Philhall Pkwy	1.9			X			\$2,000,000 - \$7,500,000	2	"Enthusiast and confident"	<ul style="list-style-type: none"> <li>Higher costs because of adding curb and gutter in floodplain</li> </ul>	1 water crossing Floodplain crossing	T3 NC (2) T3 OS T3 NM T3 POS	AB/CA	35	D	Y	0	X	X				X	Medium	
Harding Place Extension Multi-Use Path	Harding Place/Donelson Pike	Interstate 40	4.7	X					\$2,400,000 - \$4,700,000	4/6	"Interested but concerned"	<ul style="list-style-type: none"> <li>Adjacent to facility</li> </ul>	1 floodway crossing Slopes	D IN D OC D1	F	55	n/a	Y	n/a								High

Table 5: Continued

Project	From	To	Approximate Length (mi)	Project Type							Estimated Cost Range (millions)	Number of Vehicular Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	Health Impact Assessment (4 or 6)	2004-2008 Bicycle Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
				Add Pavement with Curb & Gutter	Add Pavement with Swale	Restripe with Curb and Gutter	Restripe with Swale	Add Signs, Sharrows, Bike-Friendly Gates	Multi Use Path	Multi Use Path																		
Franklin-Limestone Road Bike Route	Antioch Pike	Murfreesboro Pike	2.6		X					\$1,400,000 - \$1,700,000	2	"Strong and fearless"	*Steep swales and terrain *No existing shoulder for expansion	Railroad overpass 1 stream crossing 1 floodway crossing Slopes	T3,CM(2) D1,N CO T2,NM T3,NM	CA	35	D	Y	0	X						Low - Change from Bike Lane to Bike Route in Strategic Plan	
Una Antioch Pike Multi-Use Path	Blue Hole Road	Murfreesboro Pike	2.7	X						\$1,350,000 - \$2,700,000	2	"Interested but but concerned"	*No existing shoulder for expansion	2 floodway crossings Slopes	T3,NM T3,NC T3,NE T3,RC T3,OS CO T3,CM	AB	35	D	Y	1 - Injury	X					Medium - Change from Bike Route to Multi-Use Path in Strategic Plan per DNDP		
Blue Hole Road Bike Lanes	Bell Road	Antioch Pike/Una Antioch Pike	1.0	X						\$1,100,000 - \$4,000,000	2	"Unhushed and confident"	*No existing shoulder for expansion	Adjacent floodplain Interstate 24 bridge	T3,OS CO T3,NC	AB	40	D	Y	0	X	X					Medium	
Cane Ridge Road Bike Lanes	Bell Road	Old Franklin Road	1.4		X					\$740,000 - \$920,000	2	"Strong and fearless"	*No existing shoulder for expansion	None identified	T3,CC T3,NE	AB	?	C	N	0							Low	
Belley Parkway Bike Lanes	Interstate 24	Knights of Columbus Boulevard	3.4			X			n/a	n/a	4	"Strong and fearless"	*Bike lane generally not recommended on a freeway-type facility	Freeway-type facility	T3,NM T3,OS D,OC D1	F	55	n/a	Y	2 - Injury	X					Remove from Strategic Plan		
Thompson Place/Patricia Drive/Soren Drive Bike Route	Murfreesboro Pike	Belley Parkway	1.4					X		\$50,000 - \$70,000	2	"Unhushed and confident"	*No major improvements	Slopes Crossing Belley	T3,CM T3,NM D1	CA	35	n/a	Y	1 - Injury	X						Medium	
Knights of Columbus Blvd/McGawock Pike Bike Lanes	Belley Parkway	Elm Hill Pike	1.8	X						\$950,000 - \$1,200,000	2/4	"Strong and fearless"	*Existing curb and gutter to remain	Crossing Belley	D1 D,OC	CA	35	D	N	1 - Injury							Medium	
Elm Hill Pike Bike Lanes	Interstate 40	Bell Road	1.3	X						\$600,000 - \$860,000	2	"Strong and fearless"	*No existing shoulder for expansion	1 floodway crossing	D1 T2,NM	CA	40	E	Y	0		X					Low	
Hobson Pike Bike Lanes	Interstate 24	Murfreesboro Pike	2.1			X				\$100,000 - \$150,000	2	"Strong and fearless"	*Existing shoulder adequate	None identified	T3,CM D,OC T3,NM T3,CC T3,CC	AB	50	D	N	0							Low	
Hobson Pike Bike Lanes	Murfreesboro Pike	Smith Springs Pkwy	2.3			X				\$110,000 - \$150,000	2	"Strong and fearless"	*Existing shoulder adequate	Adjacent floodplain	T3,CC T3,NE T3,CC T3,NM T3,NC	AB	35/45	C/D	N	0							Low	
Hobson Pike Bike Lanes	Smith Springs Pkwy	County Lane	4.3			X				\$200,000 - \$270,000	2	"Strong and fearless"	*Existing shoulder adequate *No bike lane on bridge over file	Lake crossing Floodplain	T3,NC T3,OS T2,NM	AB	45	D	N	0		X				Low		
Anderson Road Bike Lanes	Bell Road	Alicia Lane	1.2					X		\$65,000 - \$76,000	3	"Interested but but concerned"	*Road diet to 2 lanes	Adjacent floodplain 1 stream crossing	T3,CM T3,NM	CA	35	D	Y	0	X						High - Add to Strategic Plan	

Table 5: Continued

Project	From	To	Approximate Length (mi)	Project Type							Estimated Cost Range (millions)	Number of Vehicular Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	Health Impact Assessment (4 or 6)	2004-2008 Bicycle Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority	
				Add Pavement with Curb & Curter	Add Pavement with Swale	Reshape with Curb and Curter	Reshape with Swale	Add Signs, Sharrows, Bike-Friendly Grades	Multi Use Path	Multi Use Path																			
Anderson Road Bike Lanes	Alta Lane	Smith Springs Road	1.0			X						\$53,000 - \$64,000	3	"Interested but concerned"	*Road diet to 2 lanes	1 stream crossing	T3 NM T3 NC	CA	35	D	Y	1 - Injury	X	X	X				High - Add to Strategic Plan
Mr. View Road Multi-Use Path	Una Amnoch Pike	Rural Hill Road	1.2	X								\$60,000 - \$1,200,000***	2	"Interested but concerned"	*Rebuild roadway	Slopes	T4 LC T3 LC T3 CM	AB	35	D/C	Y	0	X	X	X				High - Add to Greenways Master Plan
Mr. View Road Multi-Use Path	Rural Hill Road	Baby Ruth Lane	1.0	X								\$50,000 - \$1,000,000	2/4	"Interested but concerned"	*Space to add path	None identified	T4 LC T3 LC T3 CM T3 NM T3 POS T3 CO	AB	35	D/C	Y	2 - Injury				X			Medium - Add to Greenways Master Plan
Mr. View Road Bike Route	Baby Ruth Lane	Murfreesboro Pike	1.6		X							\$850,000 - \$1,100,000	2	"Strong and fearless"	*No existing shoulder for expansion	Slopes	T3 CM T3 NM T3 NE T2 NM	AB	35	D	N	0							Low - Add to Strategic Plan
Mr. View Road Bike Route	Murfreesboro Pike	Smith Springs Pkwy	2.5		X							\$1,300,000 - \$1,700,000	2	"Strong and fearless"	*No existing shoulder for expansion	None identified	T3 CC T3 NE T3 NM T3 OS	AB/CA	35	D	Y	0	X	X					Low - Add to Strategic Plan
Crossings Boulevard Extension Bike Lanes	Old Franklin Pike	Old Hickory Blvd	1.5			X						\$1,584,000 - \$5,940,000	3/4	"Enthusiastic and confident"	*New roadway	None identified	T3 CM	AB	45	n/a	N	n/a	X						Low - Add to Strategic Plan

\*Functional Design is Local Street (L5), Collector-Avenue (CA), Arterial-Boulevard (AB), or Freeway (F).  
 \*\*Cost estimate does not include the reconstruction of the I-24 interchange and assumes utilizing existing curb to curb with a shoulder through the interchange.  
 \*\*\*Cost estimate does not include significant grading work that may need to be done to build adjacent path with a rebuild of the road.

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# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### Bikeway Priorities for the Antioch-Priest Lake Community

Two multi-use path projects and two bike lane projects were identified by residents of the Antioch-Priest Lake Community as high priority bicycle projects. These projects would likely require public financing.

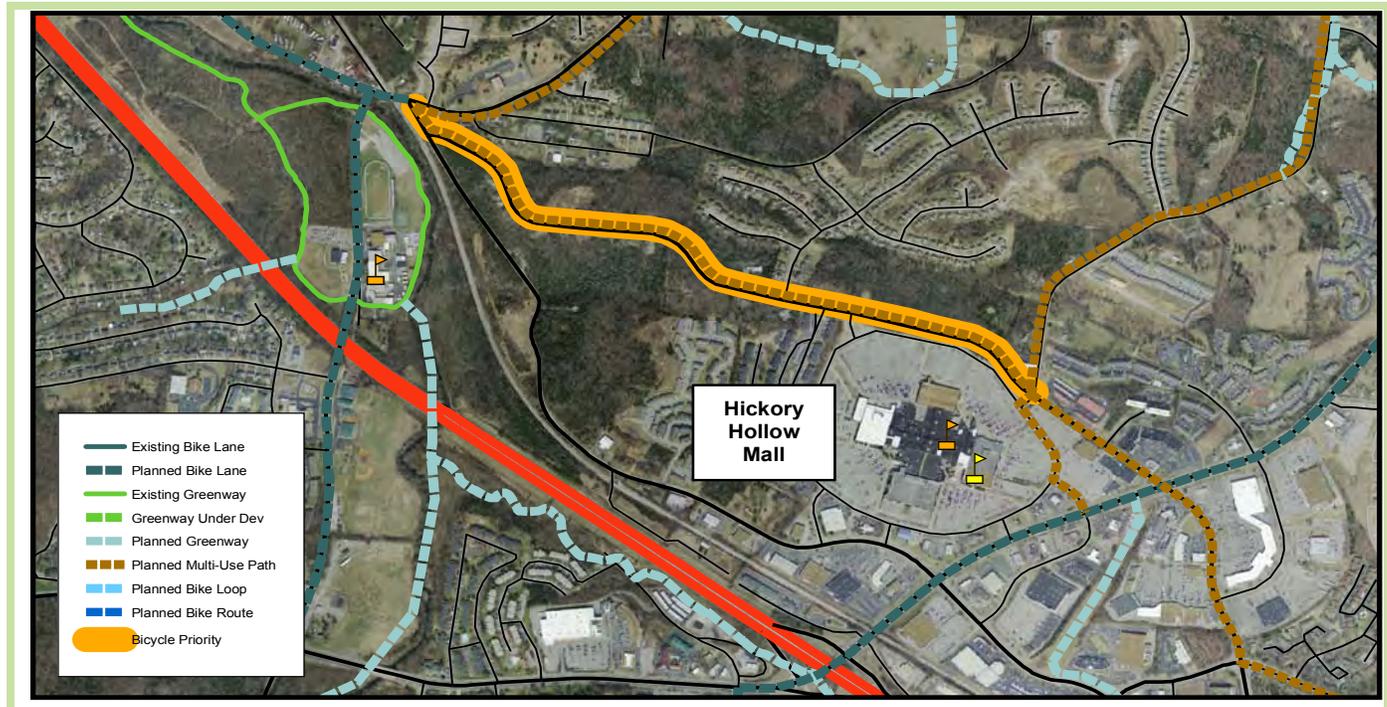
#### Construct multi-use path along Mt. View Road from Una Antioch Pike to Rural Hill Road

A multi-use path along Mt. View Road was identified in the Rural Hill-Moss Road Detailed Design Plan. With the development of Hickory Hollow into more significant community center uses, community support is still strong for this project. A multi-use path along Mt. View Road is geared towards the “interested but concerned” rider and provides a strategic connection to the new community center, library, park and schools under development at Hickory Hollow Mall. The slopes in the area are the most significant constraints particularly near the intersection with Hickory Hollow Parkway; a multi-use path verses a sidewalk is more adapt to areas with difficult topography. Rebuilding of the roadway and addition of the multi-use path will be necessary, so the costs involved may be more significant than the planning

estimates generated in this process. The BLOS is currently a C and D along Hickory Hollow Parkway.

A multi-use path along Mt. View Road could also connect to the greenway that is under development along Mill Creek near Antioch Pike, possibly attracting more “interested but concerned” riders and linking it to the new community center at the Mall. Additional connections can be made through multi-use paths along Una Antioch Pike and Rural Hill Road to the surrounding neighborhoods. Figure 16 depicts these connections.

Figure 16: Multi-Use Path - Mt. View Road

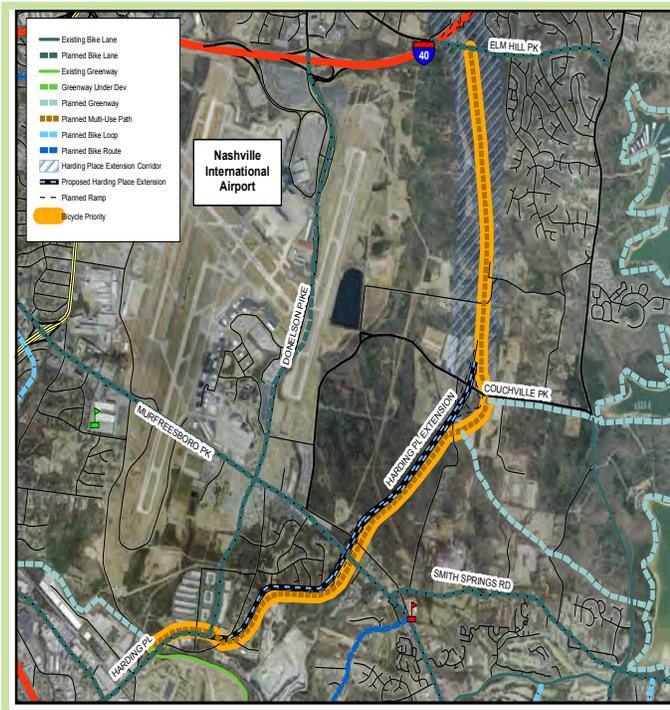


**Develop a multi-use path adjacent to the Harding Place Extension**

The Harding Place Extension is a planned limited-access facility to extend Harding Place from the intersection with Donelson Pike to Interstate 40. There are a limited number of north-south connections in the Antioch-Priest Lake Community, so the addition of such a route should consider multi-modal accommodations. This is an ideal opportunity as the project develops to include a multi-use path adjacent to the right-of-way of the extension. This type of bikeway infrastructure could attract all types of riders, since the cyclists will be physically separated from vehicles.

Figure 17 shows the most recent depiction of the Harding Place Extension. Currently, this project is in environmental review and the exact alignment is subject to change with engineering.

**Figure 17: Multi-Use Path - Harding Place Extension**



# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

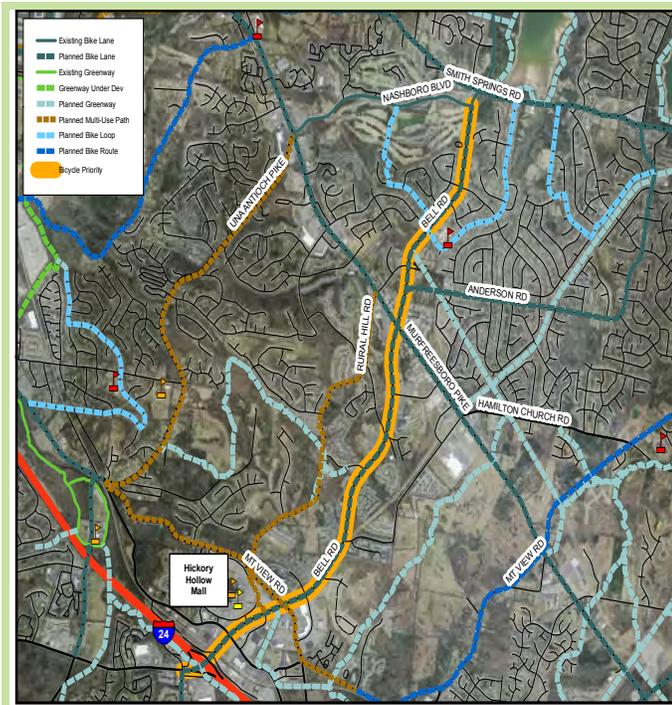
### Construct bike lanes along Bell Road from Cane Ridge Road to Nashboro Boulevard

This project is composed of two segments and would extend the existing bike lane from Nashboro Boulevard to Interstate 24 (Figure 18). The bike lane would connect to the new community center, library, park, and schools under development at Hickory Hollow Mall and would be geared to the “enthusied and confident” rider.

The first segment begins at Cane Ridge Road, proceeds north to Anderson Road, and assumes that the existing pavement width is adequate. Curb and gutter exists throughout much of this segment, so restriping when repaved might be a cost-effective solution. A barrier to the simple restriping is the complex Interstate 24 underpass. This may be a short portion of Bell Road where a separate bike lane cannot be achieved and the cyclist must ride with traffic. The BLOS along this portion of Bell Road is mostly D and E and the road has a number of destinations within a short proximity. There was one injury crash involving a bicyclist in this segment.

The second segment proceeding from Anderson Road to Nashboro Boulevard will require moving the existing curb and gutter sections. This segment is very costly and will be difficult to implement without substantial financial commitment. The BLOS is D, but the speed limit is lower at 35 mph along this stretch of Bell Road, making it a more attractive route for less experienced or confident cyclists. The portion of Bell Road from Anderson Road to Nashboro Boulevard where there is a planned bike lane is somewhat constrained. Therefore an alternative bike lane and route is planned on Anderson Lane. This will help connect neighborhoods with a new bike lane, and will serve the “interested but concerned” rider in this area.

Figure 18: Bike Lanes - The Proposed Southeast Parkway

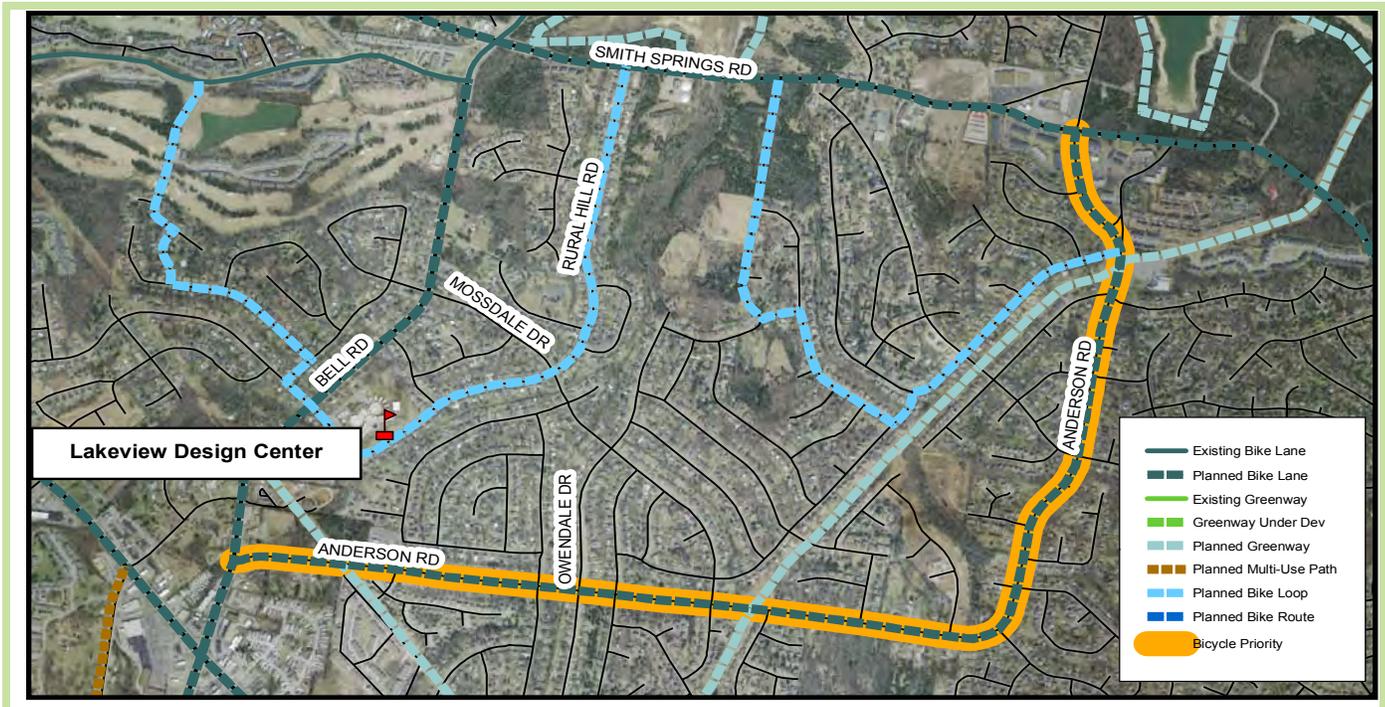


**Construct bike lanes along Anderson Road from Bell Road to Smith Springs Road**

Sidewalks are needed along Anderson Road, but a bike lane could be a more cost effective and immediate solution to serve bicycle travel. Traffic is moderate on Anderson Road, so additional study is needed regarding the elimination of a center turn lane on Anderson Road through a road diet.

Anderson Road currently has a BLOS of D and minimal constraints if only restriping. Implementation of a bike lane along this route may support both bicyclists and pedestrians. Figure 19 shows the extent of proposed bike lanes on Anderson Road.

**Figure 19: Bike Lanes - Anderson Road**



# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### Vehicular Transportation Plan

Community planning in Nashville-Davidson County recognizes the interconnected nature of community character, land use and transportation. The connection between land use and transportation is clear – some land uses such as mixed use, residential, office, and commercial, require multiple transportation options and an interconnected street network to be viable and available to a variety of residents, consumers and employees. Other uses, such as industrial or impact uses, may demand fewer modes of transportation, but still require sufficient access.

The connection between transportation and community character is also important – providing transportation options in the appropriate form helps a community to preserve or create a sense of place. For example, there are neighborhoods in rural, suburban and urban settings. The street network, and the character of the streets themselves, should complement the rural, suburban or urban setting present in those neighborhoods. Where rural roads are often narrower and curvilinear (following the land), streets in suburban areas may be slightly wider and may have more frequent intersections. Meanwhile, streets in urban neighborhoods are often linear with short block lengths and are designed to accommodate bikes and pedestrians.

With these relationships in mind, Figure 20 shows the Vehicular Transportation Plan for the Antioch-Priest Lake Community. A larger illustration of this transportation plan is on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

A street or transit line's character should reflect its Transect Category (rural, suburban, urban, etc.). Streets and transit stops in Urban areas will redevelop over time to more formal urban standards with sidewalks, crosswalks, and bike lanes. Suburban streets will have sidewalks and varying levels of urban (curb and gutter) and natural (vegetated swales) drainage; other suburban streets may have a multi-use path. Rural streets are usually a sparse network of narrow rural roads with shoulder and ditch and perhaps a multi-use path.

Figure 20 (Vehicular Transportation Plan) and the sections below outline existing vehicular facilities in the Antioch-Priest Lake Community and planned improvements. Also included are recommendations from community meetings during the Antioch-Priest Lake Community Plan update process and Planning Department staff analysis regarding street networks in the community.



# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### Existing Streets and Highways in the Antioch-Priest Lake Community

The Antioch-Priest Lake Community's existing vehicular transportation system is a network ranging from interstate highways to rural roads as shown in Table 6. Streets are broadly classified according to their function and design. The three broad classes are arterial-boulevard (major) streets, collector-avenue streets, and local streets.

The arterial-boulevards and collector-avenues are established in the adopted Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030 (MCSP), which is the official plan for these types of streets. For additional information on the MCSP, please refer to [www.nashville.gov/mpc](http://www.nashville.gov/mpc) in the "Transportation" section. Table 6 lists streets and highways that are included in this plan and fall wholly or partially within the Antioch-Priest Lake Community.



**Table 6: Antioch - Priest Lake Existing Vehicular Transportation System**

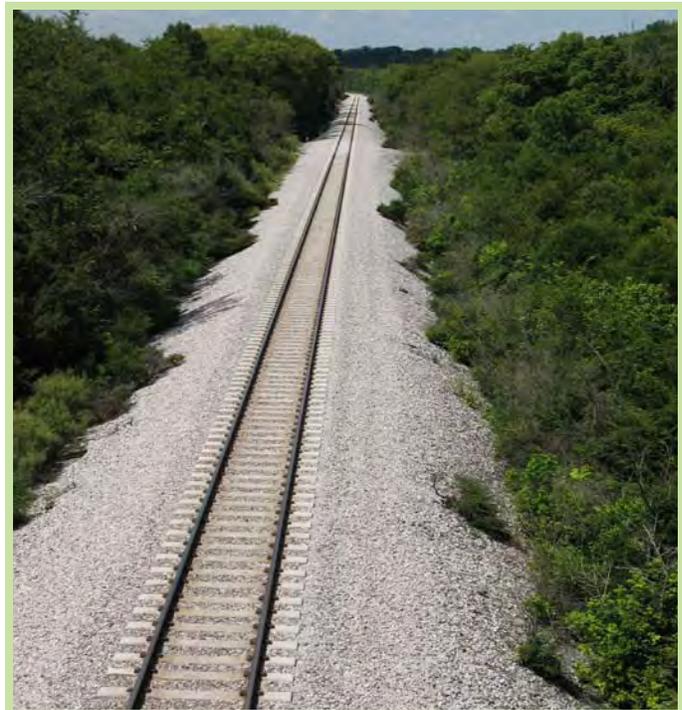
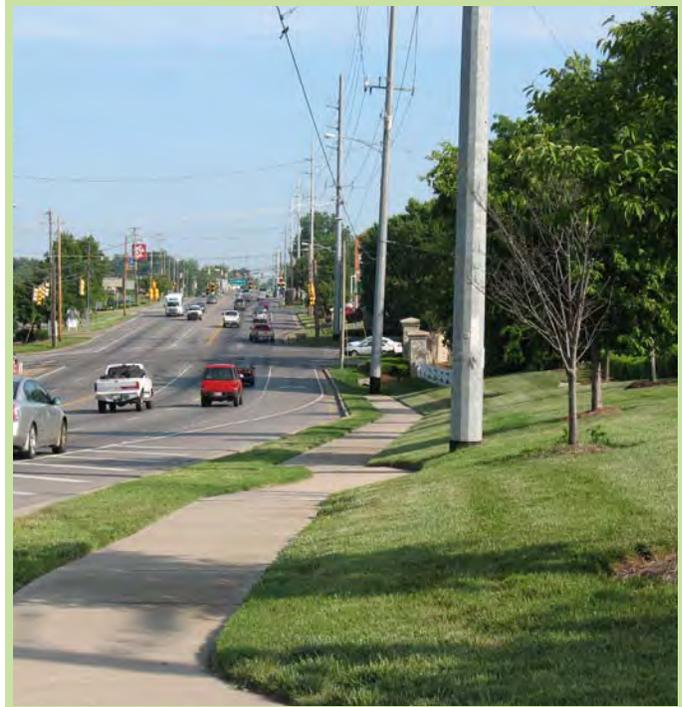
Interstate	Arterial Boulevard Streets (Red)	Collector Avenue Streets (Blue)
I-24	East Thompson Lane	Massman Drive/Goodbar Drive
I-40	Murfreesboro Pike	Patricia Drive
	Donelson Pike	Thompson Place
	Antioch Pike	Vultee Boulevard
	Couchville Pike	Glastonbury Road
	Bell Road/Pleasant Hill Road	Knights of Columbus Boulevard
	Harding Place	Currey Road
	Mt. View Road	McGavock Pike
	Una Antioch Pike	Franklin-Limestone Road
	Haywood Lane	Nashboro Boulevard
	Blue Hole Road	Billingsgate Road
	Hickory Hollow Parkway	Pebble Creek Drive
	Crossings Boulevard	Edge O Lake Drive
	Smith Springs Road	Rice Road
	Hobson Pike	Rural Hill Road
	Old Hickory Boulevard	Richards Road
		Hickory Highland Drive
		Took Drive
		Old Franklin Road
		Zelida Avenue
		Hamilton Church Road
		Anderson Road
		Country Way
		Town Village Road
		Old Hickory Boulevard
		Pinhook Road
		LaVergne-Couchville Pike
		Asheford Trace
		Monroe Crossing
		Reynolds Road

## Antioch - Priest Lake Community Plan : 2012 Update

### Chapter 3 - Transportation

The Antioch-Priest Lake Community's transportation system is largely established in terms of surface streets, highways and rail lines. These are shown in Figure 21. Interstates 24 and 40 serve controlled-access traffic. The arterial-boulevards highlighted in red and yellow on the map provide major surface street transportation throughout the community and connect the Antioch-Priest Lake Community to other communities adjacent to it. The collector-avenues highlighted in purple on the map serve as major connections internal to the Antioch-Priest Lake Community linking neighborhoods to one another. Finally, smaller local streets serve individual neighborhoods and subdivisions. As the map shows, a lack of transportation connectivity is a problem throughout the Antioch-Priest Lake Community. The lack of connectivity can make daily navigation of Antioch-Priest Lake – to go to work, school, the library or the grocery – a challenge. Providing additional connections in the future will be essential, so some additional street connections are described later in this section.

Although the transportation network is largely in place, a number of widening and improvement projects are proposed for major streets by Metro's MCSP and the Nashville Area Metropolitan Planning Organization (MPO).





# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### Recommendations from Plans Currently in Place

As previously discussed, the adopted Major & Collector Street Plan (MCSP) is the official Metro plan for the major street system. Implementation of the MCSP occurs through the programming and funding of projects at both the regional and local levels and, in some cases, through private development.

**Federal and State Funded Projects.** Projects that involve Federal and State funds are planned by the Nashville Area Metropolitan Planning Organization (MPO – the regional transportation planning agency for Davidson, Rutherford, Sumner, Williamson, Wilson Counties and the Cities of Springfield and Spring Hill). The MPO's Regional Transportation Plan (RTP) includes all of the projects that are planned long-term (25 years). Of the projects in the RTP, those that are implemented in the short-term are included in the MPO's five-year Transportation Improvement Program (TIP).

**Locally Funded Projects.** Locally funded projects, including those with both Metro and non-Metro funds, are programmed and funded in Metro's six-year Capital Improvements Program and Budget (CIB).

Historical traffic counts maintained by the Tennessee Department of Transportation (TDOT) and future travel demand projections by the MPO show that despite the build out of future and planned road improvements, very little progress will be made in addressing the congestion issues of the region through projects that simply increase road capacity. The fiscal and social costs of widening the majority of these major roads are expensive with little return on investment that improves the region's congestion. Access management along arterial-boulevards, managed freeway lanes, intelligent transportation systems (ITS) technology, enhanced regional mass transit service, bicycle infrastructure, and travel modes linked through pedestrian connectivity are more cost-effective, long-term sustainable solutions to the region's transportation needs.

**Private Development.** In some cases, private commercial, residential or other development may include the construction of new streets as per the MCSP, or, more commonly, improvements to existing streets in the MCSP.

### Major & Collector Street Plan (MCSP) Recommendations

The MCSP was adopted in April, 2011. As part of each Community Plan update process, the streets identified in the MCSP are reexamined and analyzed with each Community Plan Update. This provides an opportunity to look at each street in light of the proposed new land use policies for an area, updated stakeholder and community input, and within the projected fiscal constraints. and more fiscally conservative approach. Amendments to the MCSP are outlined below in Figures 22 and 23 and Table 7. Because the MCSP is informed by the Strategic Plan for Sidewalks & Bikeways, the Metropolitan Park & Greenways Master Plan, and the Strategic Transit Master Plan, updates to those plans may be necessary to ensure coordination.

The MCSP incorporates Metro's commitment to complete streets and context sensitive solutions, which are described in greater detail earlier in this chapter. Major and collector streets are classified by their functional design as collector-avenues, arterial-boulevards, or arterial-parkways.

- Collector-avenues (CA) are relatively low-speed, low to medium volume streets that provide circulation within and between neighborhoods. Collector-avenues usually serve short trips and are intended for collecting trips from local streets and distributing them to the Arterial-Boulevard network. Examples of collector-avenues in Antioch-Priest Lake include Franklin-Limestone Road, Vultee Boulevard, and Pinhook Road.
- Arterial-boulevards (AB) usually serve longer trips with medium to high volume and are intended to collect trips from Collector-Avenues and distribute them to the larger network. Arterial-boulevards prioritize the mobility needs of multiple transportation modes over business and residence access. Examples of arterial-boulevards in Antioch-Priest Lake include Bell Road, Murfreesboro Pike, and Hobson Pike.
- Arterial-parkways (AP) usually serve longer trips, are high-volume, and are intended for distributing trips throughout the larger street network. Arterial-parkways are at-grade, limited access roadways. An example of an arterial-parkway in Antioch-Priest Lake is the proposed Southeast Parkway.

- In addition to functional design, some streets are also considered a Scenic Arterial (S) or an Urban (U)/Regional (R) Multimodal Corridor.
- Scenic Arterials are streets that are buffered with a required landscaping easement along the street as development occurs. This is to enhance the natural surrounding environment. Scenic arterials in Antioch-Priest Lake include Bell Road north of Murfreesboro Pike and Hobson Pike.
- Urban and Regional Multimodal Corridors are identified within the MCSP as routes that will serve Nashville with existing and future mass transit improvements. These major corridors have supported public transit in various forms and follow many of the “pikes” that connect Nashville to surrounding communities. Murfreesboro Pike is an urban multimodal corridor in the Antioch-Priest Lake Community that will be served by Bus Rapid Transit Lite. Murfreesboro Pike south of Bell Road is a regional multimodal corridor in Antioch-Priest Lake because it is a direct route to Murfreesboro in Rutherford County.

As noted above, the update of the Antioch-Priest Lake Community Plan is an opportunity to review all of the streets in the MCSP and see if any changes to the streets are needed. Changes that impact the designation and standard right-of-way needed to create the street are highlighted in red in Table 7. Additionally, some street designations will need to be updated with the adoption of the Antioch-Priest Lake Community Plan because the land use policies flanking the street are being updated in this community plan. These changes are restricted to the Environment (Transect symbolized by T and a #) and Street Context (symbolized by R [residential], M [mixed use], or I [industrial]) also shown in red on Table 7. These changes are incorporated as part of the adopted transportation plan on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at [www.nashville.gov/mpc](http://www.nashville.gov/mpc) - in the Community Plans section under the Antioch – Priest Lake Community, area number 13.

Antioch - Priest Lake Community Plan : 2012 Update  
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Figure 22 : Antioch - Priest Lake Major and Collector Street Plan Recommended Changes

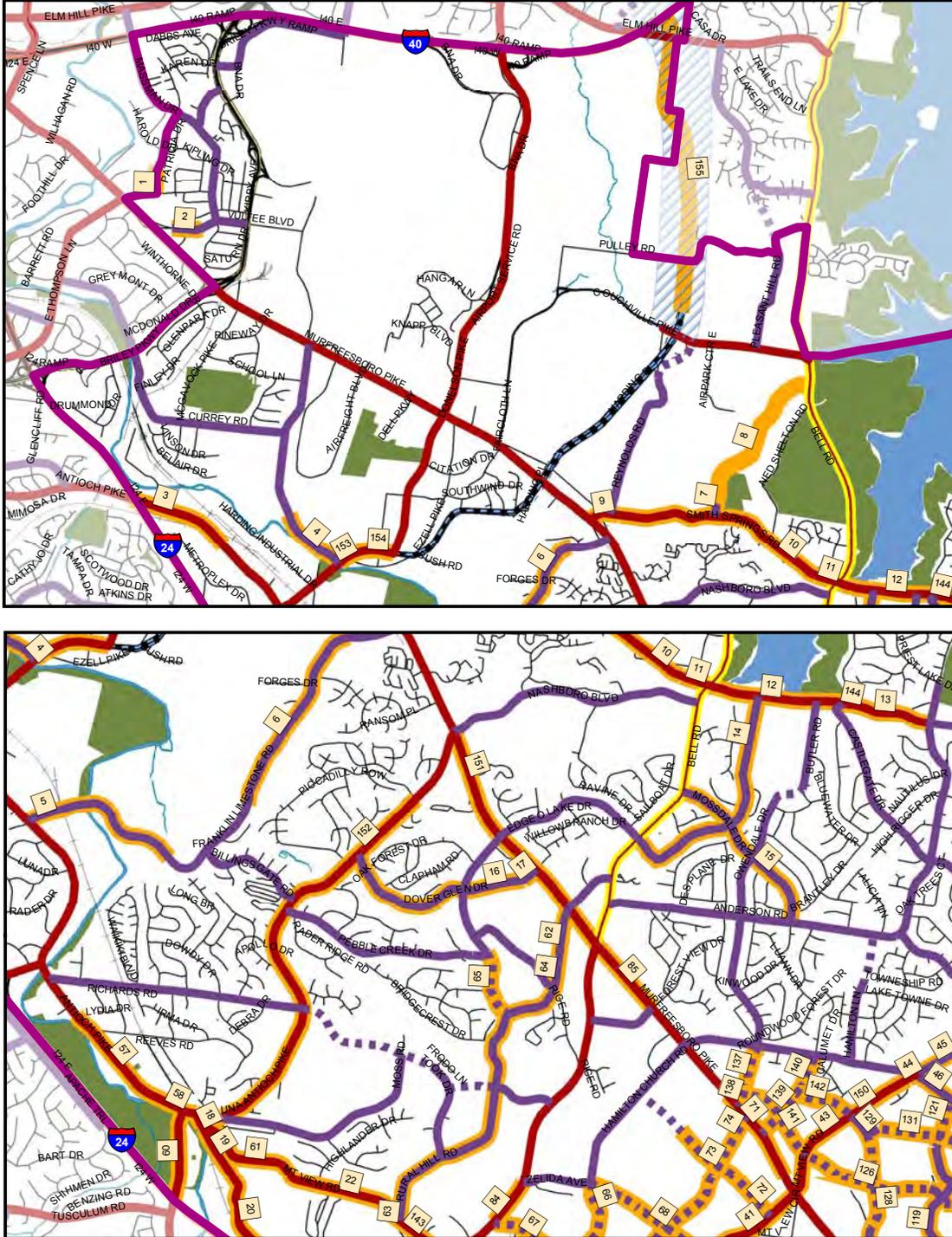


Figure 23 : Antioch - Priest Lake Major and Collector Street Plan Recommended Changes



# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### The Elements of Each MCSP Designation

The three defining elements of each street segment include Environment, Street Context, and Functional Design Type. In some cases there is a fourth element that represents the Multimodal and/or Scenic Overlay.

<p><b>T3 Environment</b></p> <p>The Transect is the central organizing tool for Nashville's land use planning and policies. The Transect is a tool for categorizing a community's natural and built environment from rural to Downtown. Just as Nashville has a diversity of development and preservation areas, its streets should reflect the same diversity. Transect Categories indicate an area's general character and are therefore listed first in defining a street's character. This designation influences the scale, location and orientation of development in a given area (i.e. Rural ranging to Downtown)</p> <p>This example is T3 for Suburban.</p>	<p><b>M Street context</b></p> <p>The Street Context adds to the understanding of context by defining the predominant existing or intended development pattern flanking a given street section. This designation influences design elements like setbacks and sidewalks widths. The three Street Context designations used in this document are Residential (R), Mixed Use (M), and Industrial (I).</p> <p>This example is M for Mixed Use.</p>	<p><b>PCA2 Functional Design Type</b></p> <p>The purpose of the Functional Design Type is to classify streets according to the character of service they are intended to provide and to design those streets so that they fit their context and serve multiple users. Each street is labeled, in this document and in mapped form, with one of the three Street Types – Collector-Avenue (CA), Arterial-Boulevard (AB), and Arterial-Parkway (AP) with the number of travel lanes anticipated for the future.</p> <p>In some instances a P is included in the functional design type indicating a Planned facility.</p> <p>This example is PCA2 for a Planned Collector-Avenue with two travel lanes.</p>	<p><b>UM Multimodal or Scenic Overlay</b></p> <p>Multimodal Corridors may be urban (UM) or regional (RM). Multimodal Corridors are anticipated to serve a greater role in providing local and regional transit than other corridors with transit. Accommodating transit and support for bike/pedestrian access is critical.</p> <p>Streets designated as Scenic (S) connect areas of scenic and cultural significance and call for enhancement or preservation of existing natural areas on private property just outside the right-of-way.</p> <p>This example is UM for Urban Multimodal.</p>
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# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Antioch - Priest Lake Major and Collector Street Plan Recommendations**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/ Bike Plan	Update Greenways Plan	Update Transit Plan
<b>Patricia Drive</b> <i>Reflects updated land use policy</i>	1	From Thompson Place to approx. 1,000' north of Thompson Place	T3-R-CA2	Bike Route Planned	51'	T3- <del>M</del> -CA2	Bike Route Planned	55'	X	X			
<b>Vultee Blvd</b> <i>Reflects updated land use policy</i>	2	From Vultee Boulevard ramps to Murfreesboro Road to approx. 550' west of Goodbar Drive	T3-R-CA2		51'	T3- <del>M</del> -CA2		55'	X	X			
<b>Antioch Pike</b> <i>Reflects updated land use policy</i>	3	From Interstate 24 overpass to approx. 3,000' north of Harding Place	T3-M-AB3	Bike Lane Planned	77'	<del>D-I</del> -AB3	Bike Lane Planned	77'	X				
<b>McGavock Pike</b> <i>Reflect updated land use policy and Transect</i>	4	From Harding Place to approx. 0.5 mi north of Harding Place	T3-M-CA2		57'	<del>D-I</del> -CA2		57'	X				
<b>Franklin-Limestone Road</b> <i>(5) Reflects updated land use policy</i> <i>(6) Reflects updated Transect and include rural multi-use path</i>	5	From Antioch Pike to approx. 0.25 mi west of Billingsgate Road	T3-M-CA2 T3-R-CA2	Bike Lane Planned	63' 59'	<del>D-I</del> -CA2	<u>Bike Route Planned</u>	57'	X	X	X		
	6	From approx. 1,000 feet north of Mullen Circle to just west of Forge Ridge Circle	T3-R-CA2	Bike Lane Planned	59'	<del>T2</del> -R-CA2	<u>Bike Route Planned</u>	51'	X	X	X		
<b>Una Recreation Road</b> <i>Reflects more detailed study of airport area office concentration</i>	7	From Smith Springs Road to existing terminus of Una Recreation Road	T3-M-CA2 T3-R-CA2		51'	<u>Local Street</u>		50'	X	X			
<b>Una Recreation Road Extension</b> <i>Reflects more detailed study of airport area office concentration</i>	8	From existing terminus of Una Recreation Road to Bell Road	T3-R-PCA2		51'	<u>Delete</u>		n/a	X	X			

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

### Table 7: Major and Collector Street Plan Recommendations Continued

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Smith Springs Road</b>  <i>(9, 10, 11) Reflects existing travel lane conditions</i>  <i>(143) Reflects updated land use policy and existing travel lane conditions</i>  <i>(12) Reflects existing travel lane conditions and floodplain constraints</i>  <i>(144, 13) Reflects future vehicular travel demand with left turns</i>	9	From Murfreesboro Road to approx. 350' east of Reynolds Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	74'	X	X	X			
	10	From approx. 350' east of Reynolds Road to approx. 300' west of Una Recreation Road	T3-R-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	74'	X	X	X			
	143	From approx. 300' west of Una Recreation Road to approx. 575' west of Una Recreation Road	T3-M-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	74'	X	X	X			
	11	From approx. 575' west of Una Recreation Road to Bell Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	74'	X	X	X			
	12	From Bell Road to approx. 325' west of Castlegate Drive	T3-R-AB5		88'	T3-R-AB2	<u>Bike Lane Planned</u>	63'	X	X	X			
	144	From approx. 325' west of Castlegate Drive to approx. 0.25 mi west of Anderson Road	T3-R-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	74'	X	X	X			
	13	From approx. 0.25 mi west of Anderson Road to Anderson Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	74'	X	X	X			
<b>Edge O Lake Drive/Rural Hill Road</b>  <i>Add since Owenlale Drive/Butler Road connection does not exist</i>	14	From Bell Road to Smith Springs Road	Local Street		50'	<u>T3-R-CA2</u>	<u>Potential Bike Loop</u>	51'	X	X	X			
<b>Mossdale Drive</b>  <i>Upgrade to Collector Avenue based upon needs of transportation network.</i>	15	From Bell Road to Anderson Road	Local Street		50'	<u>T3-R-CA2</u>		51'	X	X				
<b>Oakwood Forest Drive/Dover Glen Drive</b>  <i>Upgrade to Collector Avenue based upon needs of transportation network.</i>	16	From Una Antioch Pike to approx. 400' south of Murfreesboro Pike	Local Street		50'	<u>T3-R-CA2</u>		51'	X	X				

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
<b>Dover Glen Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	17	From approx. 400' south of Murfreesboro Pike to Murfreesboro Pike	Local Street		50'	<b>T3-M-CA2</b>		<b>55'</b>	X	X			
<b>Hickory Hollow Parkway</b>  <i>(18, 20) Reflects updated land use policy</i>  <i>(19, 20, 21) Reflects existing travel lane conditions</i>  <i>(21, 25, 26) Reflects updated Transect based upon future redevelopment vision</i>	18	From Una Antioch Pike to Mt. View Road	T3-M-AB3			<b>T3-R-AB3</b>		<b>66'</b>	X	X			
	19	From Mt. View Road to approx. 0.3 mi south of Mt. View Road	T3-R-AB5		88'	<b>T3-R-AB2</b>		<b>55'</b>	X	X			
	20	From 0.3 mi south of Mt. View Road to approx. 0.3 mi west of Bell Road	T3-M-AB5 T5-M-AB5		88' 96'	<b>T3-M-AB2</b>		<b>55'</b>	X	X			
	21	From approx. 0.3 mi west of Bell Road to Bell Road	T5-M-AB5 T5-M-AB4	Median	96' 115'	<b>T4-M-AB4</b>	30' Median	<b>111'</b>	X	X			
	25	From Bell Road to Mt. View Parkway	T5-M-AB4	Median	115'	<b>T3-M-AB4</b>	30' Median	<b>107'</b>	X	X			
	26	From Mt. View Parkway to proposed New Cane Ridge Road	T5-M-AB4		85'	<b>T3-M-AB4</b>		<b>77'</b>	X	X			
<b>Mt. View Road</b>  <i>(61) Reflects updated land use policy and existing travel lane conditions</i>  <i>(22, 58, 23, 24) Reflects updated Transect based upon future redevelopment vision</i>  <i>(61, 22.) Add multi-use path</i>  <i>(58, 23, 24) Add bike lane</i>	61	From Hickory Hollow Parkway to Highlander Drive	T3-M-AB3 T3-R-AB3		66'	<b>T3-R-AB2</b>	<b>Multi-Use Path</b>	<b>84'</b>	X	X	X	X	
	22	From Highlander Drive to Rural Hill Road	T5-M-AB3		74'	<b>T4-M-AB3</b>	<b>Multi-Use Path</b>	<b>96'</b>	X	X	X	X	
	143	From Rural Hill Road to Curtis Hollow Road	T5-M-AB3		74'	<b>T4-M-AB3</b>	<b>Multi-Use Path</b>	<b>96'</b>	X	X	X		
	23	From Curtis Hollow Road to Bell Road	T5-M-AB4		85'	<b>T4-M-AB4</b>	<b>Multi-Use Path</b>	<b>108'</b>	X	X	X		
	24	From Bell Road to Mt. View Parkway/Crossings Boulevard	T5-M-AB5		96'	<b>T3-M-AB5</b>	<b>Multi-Use Path</b>	<b>120'</b>	X	X	X		

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/ Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Old Franklin Road</b>  <i>(32) Reflects updated land use policy</i>  <i>(33) Reflects potential need for additional travel lane with more development</i>	32	From approx. 350' west of Cane Ridge Road to Interstate 24	T3-M-CA2		55'	T3- <del>R</del> -CA2		51'	X	X				
	33	From 0.1 mi north of Crossings Boulevard to 0.1 mi south of Monroe Crossing	T3-M-CA2		55'	T3-M-CA <del>3</del>		66'	X	X				
<b>Crossings Boulevard Extension</b>  <i>(37) Reflects built portion</i>  <i>(34, 35, 36) Reflects potential for bike lane with new construction connecting to high school</i>  <i>(35, 36) Conceptual to align with existing development and conditions</i>	37	From Old Franklin Road to Dana Way	T3-M-PAB4	24' Median	101'	T3-M- <del>AB</del> 4	24' Median <b>Bike Lane Planned</b>	109'	X	X	X			
	34	From Dana Way to proposed Southeast Parkway	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median <b>Bike Lane Planned</b>	109'	X	X	X			
	35	Change depiction of proposed route from the proposed Southeast Parkway to existing terminus of Cane Ridge High School entrance	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median <b>Bike Lane Planned</b>	109'	X	X	X			
	36	Change depiction of proposed route from the existing terminus of Cane Ridge High School entrance to Old Hickory Boulevard	T3-M-PAB4	24' Median	101'	T3-M- <del>AB</del> 3	<b>Bike Lane Planned</b>	74'	X	X	X			

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Mt. View Road</b>  <i>Add bike lane</i> <i>(38, 39, 40, 41, 45) Reflects existing travel lane conditions</i> <i>(39, 40, 41, 42) Reflects updated Truncet</i> <i>(39, 40, 43, 44) Reflects updated land use policy</i>	38	From Crossings Boulevard to Baby Ruth Lane	T3-M-AB4		77'	T3-M-AB3	Multi-Use Path	96'	X	X	X			
	39	From Baby Ruth Lane to Asheford Trace	T3-M-AB4 T3-M-AB3 T4-R-AB3		77' 66'	T3-R-AB2	Bike Route Planned	55'	X	X	X			
	40	From Asheford Trace to approx. 100' west of Mt. View Circle	T4-M-AB3 T4-R-AB3		70' 66'	T2-R-AB2	Bike Route Planned	55'	X	X	X			
	41	From approx. 100' west of Mt. View Circle to proposed New Collector	T4-R-AB3		66'	T3-R-AB2	Bike Route Planned	55'	X	X	X			
	42	From proposed New Collector to Murfreesboro Pike	T4-M-AB3		70'	T3-M-AB3	Bike Route Planned	66'	X	X	X			
	43	From Murfreesboro Pike to approx. 100' west of proposed New Collector	T3-M-AB3 T3-R-AB3		66'	T3-M-AB3	Bike Route Planned	66'	X		X			
	150	From approx. 100' west of proposed New Collector to approx. 200' west of Hamilton Church Road	T3-R-AB3		66'	T3-R-AB3	Bike Route Planned	66'		X	X			
	44	From just west of Hamilton Church Road to Hamilton Church Road	T3-M-AB3		66'	T3-R-AB3	Bike Route Planned	66'	X	X	X			
	45	From Hamilton Church Road to Smith Springs Parkway	T3-M-AB3 T3-R-AB3		66'	T3-R-AB2	Bike Route Planned	55'	X	X	X			
<b>Hamilton Church Road</b>  <i>(46, 56) Reflects updated land use policy</i> <i>(46) Reflects existing conditions</i> <i>(47) Reflects need for future travel lane with development</i>	46	From Mt. View Road to approx. 500' west of Hobson Pike	T3-M-CA3 T3-R-CA3		66' 62'	T3-R-CA2		51'	X	X				
	47	From Hobson Pike to approx. 600' east of Hobson Pike	T3-M-CA2		55'	T3-M-CA3		62'	X	X				
	56	From Pin Oak Drive to approx. 500' west of South Shore Drive	T3-M-CA2		55'	T3-R-CA2		51'	X	X				
<b>Hobson Pike</b>  <i>Reflects existing conditions</i>	48	From approx. 400' south of Winderest Trail to Smith Springs Parkway	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB2		55'	X	X				
	49	From Derbyshire Drive to approx. 250' north of Old Nottingham Drive	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB2		55'	X	X				

Table 7: Major and Collector Street Plan Recommendations Continued

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Update Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
<b>Rural Hill Road</b> <i>(63) Reflects updated land use policy</i> <i>(63, 64) Reflects existing conditions</i> <i>(63, 64, 62) Add multi-use path</i>	63	From Mt. View Road to approx. 400' north of Mt. View Road	T3-R-CA3		62'	T3-M-CA2	Multi-Use Path	76'	X	X	X	X	
	64	From approx. 400' north of Mt. View Road to approx. 0.2 mi south of Murfreesboro Pike	T3-R-CA3		62'	T3-R-CA2	Multi-Use Path	76'	X	X	X	X	
	62	From approx. 0.2 mi south of Murfreesboro Pike to Murfreesboro Pike	T3-M-CA3		66'	T3-M-CA3	Multi-Use Path	88'		X	X	X	
<b>Edge O Lake Drive Extension</b> <i>Reflects future travel demand needs</i>	65	From current terminus of Edge O Lake Drive to Rural Hill Road	T3-R-PCA3		62'	T3-R-PCA2		51'	X	X			
<b>Baby Ruth Lane Extension</b> <i>Reflects updated Transect</i>	66	From current terminus of Baby Ruth Lane to Hamilton Church Road/Zelida Avenue	T4-R-PCA2		51'	T3-R-PCA2		51'	X	X			
<b>Asheford Trace Extension</b> <i>Reflects updated Transect</i>	67	From the intersection of Asheford Trace and Mt. View Road to Bell Road	T4-R-PCA2		51'	T3-R-PCA2		51'	X	X			
<b>Zelida Avenue Extension</b> <i>Reflects updated Transect and land use policy</i>	68	From the intersection of Zelida Avenue and Hamilton Church Road to Mt. View Road (proposed Murphywood Crossing Extension)	T4-M-PCA2 T4-R-PCA2		59' 51'	T3-R-PCA2		51'	X	X			
<b>Murphywood Crossing</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	69	From Asheford Trace to current terminus of Murphywood Crossing	Local Street		50'	T3-R-CA2		51'	X	X			
<b>Murphywood Crossing Extension</b> <i>Reflects future street connection</i>	70	From current terminus of Murphywood Crossing to Mt. View Road (proposed Zelida Avenue Extension)				T3-R-CA2		51'	X				
<b>New Collector</b> <i>Reflects updated land use policy</i>	72	From Mt. View Road approx. 1,500' from Hamilton Church Road	T4-R-PCA2		51'	T3-R-PCA2		51'	X	X			
<b>New Collector</b> <i>Reflects updated Transect and future travel demand</i>	73	From Mt. View Road to approx. 500' south of Murfreesboro Pike	T4-R-PCA3		62'	T3-R-PCA2		51'	X	X			
	74	From approx. 500' south of Murfreesboro Pike to Murfreesboro Pike	T4-M-PCA3		70'	T3-M-PCA2		51'	X	X			

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/ Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Country Way Road/ Huntingboro Trail</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	75	From Town Village Road to Mt. View Road	Local Street		50'	<b>T3-R-CA2</b>		<b>51'</b>	X	X				
<b>Park Royal Lane</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	76	From Mt. View Road to current terminus of Park Royal Lane	Local Street		50'	<b>T3-R-CA2</b>		<b>51'</b>	X	X				
<b>Park Royal Lane Extension</b> <i>Reflects future street connection</i>	77	From current terminus of Park Royal Lane to Hobson Pike				<b>T3-R-PCA2</b>		<b>51'</b>	X					
<b>New Collector</b> <i>Reflects updated land use policy</i>	78	From approx. 250' north of Hobson Pike to approx. 250' south of Hobson Pike	T3-M-PCA2		55'	<b>T3-R-PCA2</b>		<b>51'</b>	X	X				
<b>Bell Road</b> <i>(80, 81, 82, 83, 84) Reflects updated Transect  (80) Reflects pedestrian needs</i>	80	From Cane Ridge Road to CSX Railroad Bridge	T5-M-AB5	Bike Lane Planned	104'	<b>T3-M-AB5</b>	Bike Lane Planned and <b>Pedestrian Tunnel/Bridge</b>	<b>96'</b>	X	X				
	81	From CSX Railroad Bridge to Hickory Hollow Parkway	T5-M-AB4	Median Bike Lane Planned	128'	<b>T3-M-AB4</b>	Median Bike Lane Planned	<b>120'</b>	X	X				
	82	From Hickory Hollow Parkway to Mt. View Road	T5-M-AB4	Median Bike Lane Planned	128'	<b>T4-M-AB4</b>	Median Bike Lane Planned	<b>124'</b>	X	X				
	83	From Mt. View Road to approx. 400' east of Mt. View	T3-M-AB5	Bike Lane Planned	96'	<b>T4-M-AB5</b>	Bike Lane Planned	<b>100'</b>	X	X				
	84	From Eagle View Boulevard to Zelida Avenue	T4-R-AB5	Bike Lane Planned	96'	<b>T3-R-AB5</b>	Bike Lane Planned	<b>96'</b>	X					

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Murfreesboro Pike</b>  <i>(151, 85) Reflects proposed bus rapid transit</i>  <i>(85) Reflects existing conditions</i>  <i>(71) Reflects updated Transect</i>  <i>(86, 87) Reflects updated land use policy</i>	151	From Una Antioch Pike to Rural Hill Road	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB5-UM	Bike Lane Planned	98'	X					
	85	From Rural Hill Road to Morris Gentry Boulevard	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB7-UM	Bike Lane Planned	120'	X	X				
	71	From approx. 0.35 mi south of Hamilton Church Road to approx. 600 feet north of Mt. View road	T4-M-AB5-RM T4-R-AB5-RM	Bike Lane Planned	102' 98'	T3-M-AB5-RM	Bike Lane Planned	98'	X	X				
	86	From approx. 500' south of Pin Hook Road to approx. 750' north of Mountain Springs Road	T3-R-AB5-RM	Bike Lane Planned	98'	T3-M-AB5-RM	Bike Lane Planned	98'	X					
	87	From approx. 300' south of Old Hickory Boulevard to approx. 250' north of Hurricane Creek Boulevard	T3-R-AB5-RM	Bike Lane Planned	98'	T3-M-AB5-RM	Bike Lane Planned	98'	X					
<b>Old Hickory Boulevard</b>  <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	88	From Hobson Pike to Murfreesboro Pike	Local Street		50'	T3-M-CA3		66'	X	X				
<b>Saddlecreek Way</b>  <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	89	From Hobson Pike to existing terminus of Saddlecreek Way	Local Street		50'	T3-R-CA2		51'	X	X				
<b>Saddlecreek Way Extension</b>  <i>Reflects future street connection</i>	90	From existing terminus of Saddlecreek Way to proposed Ashford Trace Extension				T3-R-PCA2		51'	X					
<b>Preserve Boulevard</b>  <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	91	From Hobson Pike to existing terminus of Preserve Boulevard at Sprucedale Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<b>Preserve Boulevard Extension</b>  <i>Reflects future street connection</i>	92	From existing terminus of Preserve Boulevard at Sprucedale Drive to proposed Monroe Crossing Extension				T3-R-PCA2		51'	X					

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Maxwell Road</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	93	From Old Hickory Boulevard to existing terminus of Maxwell Road	Local Street		50'	T3-R-CA2		51'	X	X				
<b>New Collector</b> <i>Reflects future street connection</i>	94	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike				T3-M-PCA2		51'	X					
	97	From approx. 700' east of Murfreesboro Pike to Maxwell Road				T3-R-PCA2		51'	X					
<b>Hickory Woods Drive</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	95	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike	Local Street		50'	T3-M-CA2		51'	X	X				
	96	From approx. 700' east of Murfreesboro Pike to existing terminus north of Sunnyvale Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<b>Hickory Woods Drive Extension</b> <i>Reflects future street connection</i>	98	From existing terminus of Hickory Woods Drive north of Sunnyvale Drive to Maxwell Road				T3-R-CA2		51'	X					
<b>Pin Hook Road/Chutney Drive</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	99	From Lavergne Couchville Pike to existing terminus east of Peppertree Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<b>Chutney Drive Extension</b> <i>Reflects future street connection</i>	100	From the existing terminus east of Peppertree Drive to Maxwell Road				T3-R-CA2		51'	X					
<b>Lakewood Village Drive</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	101	From Pin Hook Road to Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<b>Dupree Point Drive</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	102	From Lakewood Village Drive to existing terminus of Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X				

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Dupree Point Drive Extension</b> <i>Reflects future street connection</i>	103	From existing terminus of Dupree Point Drive to Hamilton Church Road				<b>T3-R-PCA2</b>		51'	X					
<b>Shoreline Lane</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	104	From Beachfront Avenue to Grace Falls Drive	Local Street		50'	<b>T3-R-CA2</b>		51'	X	X				
<b>Grace Falls Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	105	From Shoreline Drive to existing terminus of Grace Falls Drive	Local Street		50'	<b>T3-R-CA2</b>		51'	X	X				
<b>Lakewalk Drive Extension</b> <i>Reflects future street connection</i>	106	From the existing terminus of Grace Falls Drive to the existing terminus of Lakewalk Drive				<b>T3-R-PCA2</b>		51'	X					
<b>Beachfront Avenue</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	107	From Shoreline Drive to the existing terminus of Beachfront Avenue	Local Street		50'	<b>T3-R-CA2</b>		51'	X	X				
<b>Beachfront Avenue Extension</b> <i>Reflects future street connection</i>	108	From the existing terminus of Beachfront Avenue to Lavergne Couchville Pike				<b>T3-R-PCA2</b>		51'	X					
<b>Lakewalk Drive Extension</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	109	From Hobson Pike to the existing terminus of Lakewalk Drive just east of Pin Oak Drive	Local Street		50'	<b>T3-R-CA2</b>		51'	X	X				
<b>Pinelake Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	110	From Lakewalk Drive to existing terminus of Pinelake Drive	Local Street		50'	<b>T3-R-CA2</b>		51'	X	X				
<b>Pinelake Drive Extension</b> <i>Reflects future street connection</i>	111	From existing terminus of Pinelake Drive to Pin Hook Road				<b>T3-R-PCA2</b>		51'	X					

# Antioch - Priest Lake Community Plan : 2012 Update

## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Dupree Point Drive Extension</b> <i>Reflects future street connection</i>	103	From existing terminus of Dupree Point Drive to Hamilton Church Road				<a href="#">T3-R-PCA2</a>		51'	X					
<b>Shoreline Lane</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network.</i>	104	From Beachfront Avenue to Grace Falls Drive	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Grace Falls Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network.</i>	105	From Shoreline Drive to existing terminus of Grace Falls Drive	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Lakewalk Drive Extension</b> <i>Reflects future street connection</i>	106	From the existing terminus of Grace Falls Drive to the existing terminus of Lakewalk Drive				<a href="#">T3-R-PCA2</a>		51'	X					
<b>Beachfront Avenue</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network.</i>	107	From Shoreline Drive to the existing terminus of Beachfront Avenue	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Beachfront Avenue Extension</b> <i>Reflects future street connection</i>	108	From the existing terminus of Beachfront Avenue to Lavergne Couchville Pike				<a href="#">T3-R-PCA2</a>		51'	X					
<b>Lakewalk Drive Extension</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network.</i>	109	From Hobson Pike to the existing terminus of Lakewalk Drive just east of Pin Oak Drive	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Pinelake Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network.</i>	110	From Lakewalk Drive to existing terminus of Pinelake Drive	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Pinelake Drive Extension</b> <i>Reflects future street connection</i>	111	From existing terminus of Pinelake Drive to Pin Hook Road				<a href="#">T3-R-PCA2</a>		51'	X					

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Update Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>Post Oak Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	112	From Old Hickory Boulevard to existing terminus of Post Oak Drive	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Post Oak Drive Extension</b> <i>Reflects future street connection</i>	113	From the existing terminus of Post Oak Drive to Pin Hook Road				<a href="#">T3-R-PCA2</a>		51'	X					
<b>Peaceful Brook Drive</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	114	From Post Oak Drive to the existing terminus of Peaceful Brook Drive	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X					
<b>Peaceful Brook Drive Extension</b> <i>Reflects future street connection</i>	115	From the existing terminus of Peaceful Brook Drive to approx. 250' south of Hobson Pike				<a href="#">T3-R-PCA2</a>		51'	X					
<b>Peaceful Brook Drive Extension</b> <i>Reflects future street connection</i>	116	From approx. 250' south of Hobson Pike to Hobson Pike				<a href="#">T3-M-PCA2</a>		55'	X					
<b>Grovedale Trace Extension</b> <i>Reflects future street connection</i>	117	From Murfreesboro Pike to approx. 500' north of Murfreesboro Pike				<a href="#">T3-M-PCA2</a>		55'	X					
	118	From approx. 500' north of Murfreesboro Pike to Pinhook Road				<a href="#">T3-R-PCA2</a>		51'	X					
<b>Grovedale Trace</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	119	From Pin Hook Road to Rockglade Run	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Rockglade Run</b> <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	120	From existing terminus just east of Grovedale Trace to the existing terminus of Rockglade Run	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X				
<b>Rockglade Run Extension</b> <i>Reflects future street connection</i>	121	From the existing terminus of Rockglade Run to Hamilton Church Road				<a href="#">T3-R-PCA2</a>		51'	X					

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## Chapter 3 - Transportation

**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation			
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan
<b>Collector</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	130	From Bradbum Village Drive Extension to existing terminus	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X		
<b>Proposed Collector</b> <i>Reflect future street connection</i>	131	From existing terminus to approx. 350' west of Hobson Pike				<a href="#">T3-R-PCA2</a>		51'	X			
<b>Proposed Collector</b> <i>Reflect future street connection</i>	132	From 350' west of Hobson Pike to Hobson Pike				<a href="#">T3-M-PCA2</a>		51'	X			
<b>Summercrest Trail</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	133	From Summercrest Boulevard to Shagbark Trail	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X		
<b>Shagbark Trail</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	134	From Summercrest Trail to the existing terminus of Shagbark Trail	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X		
<b>Shagbark Trail Extension</b> <i>Reflect future street connection</i>	135	From the existing terminus of Shagbark Trail to the public terminus of Mountain Springs Road				<a href="#">T3-R-PCA2</a>		51'	X			
<b>Mountain Springs Road</b> <i>Upgrade to Collector Avenue based upon needs of transportation network</i>	136	From Murfreesboro Pike and only including the public portion of right-of-way for Mountain Springs Road to its existing terminus	Local Street		50'	<a href="#">T3-R-CA2</a>		51'	X	X		
<b>New Collector</b> <i>Reflect future street connection</i>	137	From the intersection of Owendale Drive and Hamilton Church Road to approx. 800' south of Hamilton Church Road				<a href="#">T3-R-PCA2</a>		51'	X			
<b>New Collector</b> <i>Reflect future street connection</i>	138	From Murfreesboro Pike to approx. 800' north of Murfreesboro Pike				<a href="#">T3-M-PCA2</a>		55'	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Reason for Change	Street Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Upgrade to Collector Avenue based upon needs of transportation network	130	From Bradbum Village Drive Extension to existing terminus	Local Street		50'	T3-R-CA2		51'	X	X				
Reflect future street connection	131	From existing terminus to approx. 350' west of Hobson Pike				T3-R-PCA2		51'	X					
Reflect future street connection	132	From 350' west of Hobson Pike to Hobson Pike				T3-M-PCA2		51'	X					
Upgrade to Collector Avenue based upon needs of transportation network	133	From Summercrest Boulevard to Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X				
Upgrade to Collector Avenue based upon needs of transportation network	134	From Summercrest Trail to the existing terminus of Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X				
Reflect future street connection	135	From the existing terminus of Shagbark Trail to the public terminus of Mountain Springs Road				T3-R-PCA2		51'	X					
Upgrade to Collector Avenue based upon needs of transportation network	136	From Murfreesboro Pike and only including the public portion of right-of-way for Mountain Springs Road to its existing terminus	Local Street		50'	T3-R-CA2		51'	X	X				
Reflect future street connection	137	From the intersection of Owendale Drive and Hamilton Church Road to approx. 800' south of Hamilton Church Road				T3-R-PCA2		51'	X					
Reflect future street connection	138	From Murfreesboro Pike to approx. 800' north of Murfreesboro Pike				T3-M-PCA2		55'	X					

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**Table 7: Major and Collector Street Plan Recommendations Continued**

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<b>New Collector</b> <i>Reflect future street connection</i>	139	From Murfreesboro Pike to approx. 1,500' north of Murfreesboro Pike				<a href="#">T3-M-PCA2</a>		<a href="#">55'</a>	X					
<b>New Collector</b> <i>Reflects future street connection</i>	140	From the intersection of Calumet Drive and Hamilton Church Road to approx. 1,000' south of Hamilton Church Road				<a href="#">T3-R-PCA2</a>		<a href="#">51'</a>	X					
<b>New Collector</b> <i>Reflects future street connection</i>	141	From Mt. View Road to proposed New Collector				<a href="#">T3-M-PCA2</a>		<a href="#">55'</a>	X					
<b>New Collector</b> <i>Reflects future street connection</i>	142	From Mt. View Road to proposed New Collector				<a href="#">T3-M-PCA2</a>		<a href="#">55'</a>	X					
<b>Harding Place</b> <i>Add multi-use path</i>	153	From McGavock Pike to approx. 250' west of Airpark Center Drive	D-I-AB5		101'	D-I-AB5	<a href="#">Multi-Use Path</a>	<a href="#">120'</a>		X	X	X		
	154	From approx. 250' west of Airpark Center Drive to Donelson Pike	D-I-AB4	15' Median	104'	D-I-AB4	15' Median <a href="#">Multi-Use Path</a>	<a href="#">123'</a>		X	X	X		

### 2012-2018 Capital Improvements Budget (CIB) Recommendations

The Capital Improvements Budget (CIB) lists all potential capital improvement projects. Projects listed in the CIB are not ensured funding. Only when the project is included in the Capital Spending Plan (CSP) is money allocated for its completion. The CIB is used to plan for and create the CSP. See Figure 24 for a map of CIB projects in Antioch-Priest Lake.

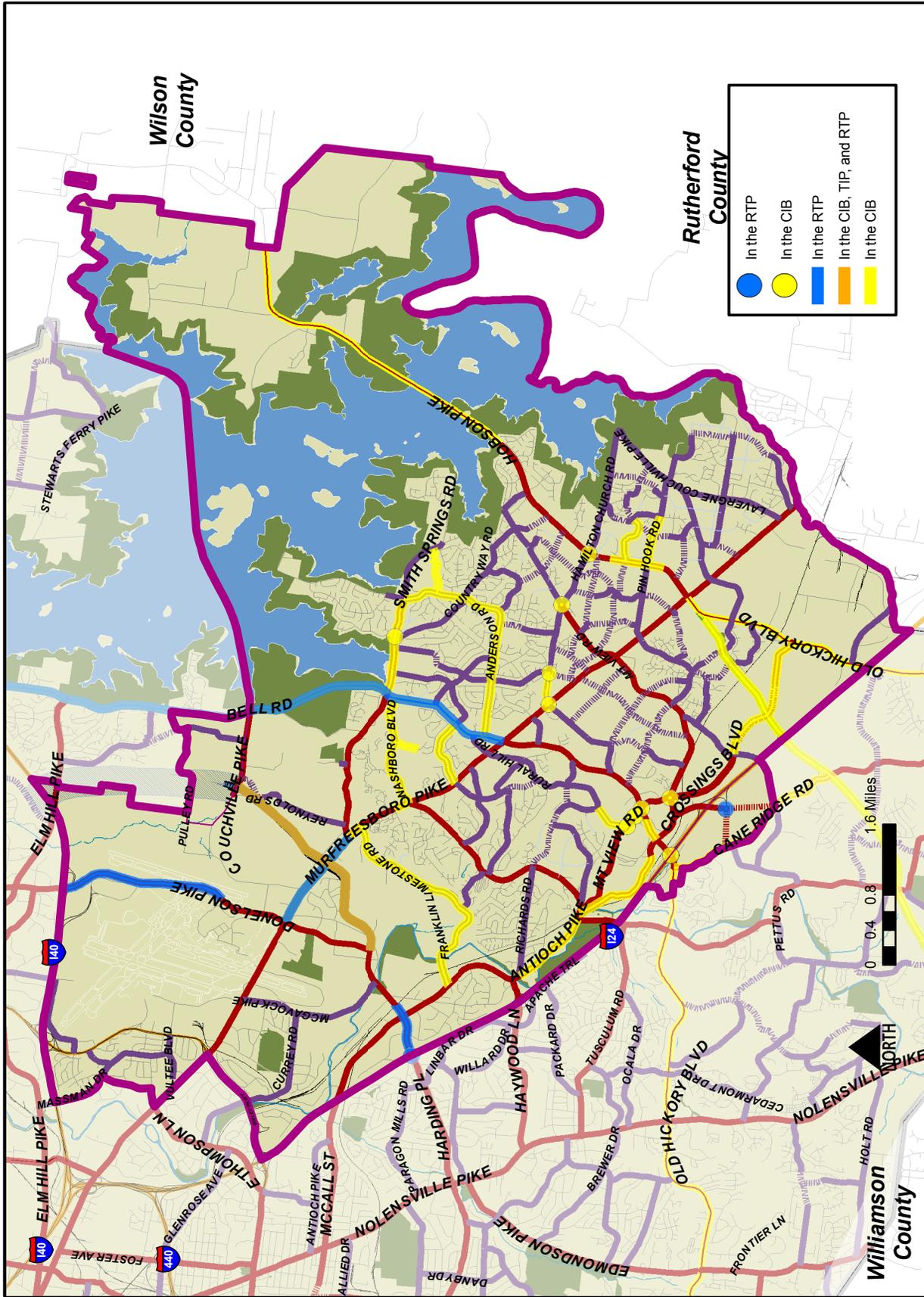
The transportation projects in Antioch-Priest Lake include study and improvements to the Bell Road and Interstate 24 interchange, sidewalk construction along Bell Road, Curtis Hollow Road, Edge O Lake Drive, Hobson Pike, and other streets, and widening along Murfreesboro Pike consistent with the Major and Collector Street Plan. A major new roadway and high priority for Antioch-Priest Lake, Harding Place Extension, is included in the CIB with Federal funding. These projects and their proposed funding are listed in Table 8.

Several Antioch-Priest Lake transportation projects currently in the CIB are recommended to be amended. Some CIB projects are listed multiple times and should be combined. These include sidewalks along Anderson Road and widenings along Antioch Pike and Rural Hill Road. Project descriptions and financial considerations should also be updated for some widening projects, so their scope is more strategic in nature and reflects the recommendations of the Major and Collector Street Plan. Intersection improvements, such as addition of center turn lanes are encouraged because of financial constraints and in some instances topographic constraints that increase project costs. These include street widenings along Bell Road, Cane Ridge Road, Franklin-Limestone Road, Hickory Hollow Parkway, Rural Hill Road, and Smith Springs Road. These are described in Table 9.

There are five projects that are recommended to be removed from the CIB. These projects are road widenings or road extensions that conflict with character established in the Community Plan and recommended improvements in the Major and Collector Street Plan. The widenings recommended for removal are mostly flanked by areas that are already built-out. These projects are described in Table 10.



Figure 24: CIB, RTP, TIP Projects in Antioch - Priest Lake



\*The RTP is the Regional Transportation Plan that establishes guiding principles, goals, and objectives for the enhancement of Middle Tennessee's transportation system over the next 25 years. The TIP is the Transportation Improvement Program which is a five-year work program that lists all regionally significant and federally-funded transportation projects and services in Middle Tennessee. The Nashville Area Metropolitan Planning Organization administers the RTP and the TIP.

## Antioch - Priest Lake Community Plan : 2012 Update

### Chapter 3 - Transportation

**Table 8: Capital Improvement Budget (CIB) Projects in Antioch - Priest Lake**

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Bell Road/I-24 Streetscape, Markers, Improvements	13PW0036	Improvements to the Bell Road/I-24 streetscape and markers	FY 13 - \$50,000	
Bell Road/I-24 Traffic Study	13PW0037	Conduct a traffic study and analyze improvements around the overpass, railroad bridge, etc. at the Bell Road Exit at I-24	FY 13 - \$10,000	
Bell Road Sidewalks	13PW0034	Construct sidewalks along Bell Road from 5325 Hickory Hollow Ln to Hickory Hollow Pkwy	FY 13 - \$75,000	
Castlegate and Smith Springs Road Signalization	10PW0046	Signalization - At Forest Cove at Forest Trace on Anderson Road	FY 13 - \$60,000	
Crossings Boulevard Extension	98PW014	Extend new road from Old Franklin Road to Old Hickory Boulevard	FY 15 - \$250,000 FY 16 - \$1,100,000 FY 17 - \$2,200,000 FY 18 - \$2,800,000 FY 19 - \$2,800,000	
Curtis Hollow Parkway Intersection and Safety Improvements	08PW0017	Improve Curtis Hollow Pkwy intersection with Mt. View Road with handicap crossing and intersection safety enhancements	FY 13 - \$100,000	
Curtis Hollow Road Sidewalks	10PW0035	Construct sidewalks along Curtis Hollow Road	FY 13 - \$40,000	
Edge O Lake Drive Sidewalks	13PW0031	Construct sidewalks along Edge-O-Lake Dr from Bell Rd to Murfreesboro Rd on one side	FY 13 - \$500,000	
Flintlock Court Street Lighting	11PW0014	Add street lighting along Flintlock Court to Musket Trail Street	FY 13 - \$200,000	
Folkstone Drive Paving	13PW0044	Pave Folkstone Dr from Smith Springs Rd to Gondola Dr	FY 13 - \$42,100	
Gondola Drive Paving	13PW0045	Pave Gondola Dr from CDS Northeast to Folkstone to CDS W of Chelsea Way	FY 13 - \$108,400	
Hamilton Church Road Bridge and Culvert Widening	13PW0043	Widen Hamilton Church Bridge and Culvert	FY 13 - \$488,800	
Hamilton Church Road and Hobson Pike Intersection Improvements	08PW0021	Improve the Hamilton Church Road and Hobson Pike intersection	FY 13 - \$500,000	
Hamilton Church Road and Mt. View Road Intersection Improvements	08PW0023	Improve the Hamilton Church Rd and Mt. View Rd. intersection and pave four-way stop	FY 13 - \$250,000	
Hamilton Church Road and Murfreesboro Road Intersection Improvements	08PW0022	Improve the Hamilton Church Rd and Murfreesboro Rd intersection	FY 13 - \$500,000	
Hamilton Church Road and Owendale Road Signalization	13PW0027	Signalize Hamilton Church Rd and Owendale Rd	FY 13 - \$120,000	
Hamilton Church Road Sidewalks	10PW0049	Construct sidewalks along Hamilton Church Road from Murfreesboro Road to Owendale	FY 13 - \$60,000	
Harding Place Extension	96PW506	Acquire right-of-way for new roadway from Ezell to Couchville Pike	FY 13 - \$300,000 FY 14 - \$1,700,000	FY 13 - \$1,200,000 FY 14 - \$6,800,000 FY 15 - \$44,000,000 FY 16 - \$55,000,000
Hobson Pike Sidewalks	13PW0040	Construct sidewalks along Hobson Pike from Pin Hook Rd to JFK Middle School	FY 13 - \$1,000,000	
Hobson Pike Sidewalks	13PW0042	Construct sidewalks along Hobson Pike from Pin Hook Drive to Antioch High School	FY 13 - \$600,000	

## Antioch - Priest Lake Community Plan : 2012 Update

### Chapter 3 - Transportation

**Table 8: Capital Improvement Budget (CIB) Projects in Antioch - Priest Lake Continued**

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Interstate 24 Signs and Arrows	13PW0039	Erect I-24 signs and arrows at intersection of Bell Rd / Mt. View Rd and Mt. View Rd / Crossing Pkwy	FY 13 - \$2,500	
Mt. View Road Sidewalk and Handicap Access	08PW0016	Construct sidewalks and handicap access on Mt. View Road from Bell Road to Curtis Hollow Pkwy	FY 13 - \$200,000	
Murfreesboro Road Sidewalks	13PW0028	Construct sidewalks along Murfreesboro Pike from Ransom Way to Nashboro Boulevard	FY 13 - \$250,000	
Murfreesboro Road Widening	12PW0019	Widen from 4 to 6 lanes - From Donelson Pike SR -255 to Franklin Limestone Road. Includes cost for adding Bike Lanes	FY 16 - \$1,100,000	
Nashboro Boulevard Sidewalks	13PW0032	Construct sidewalks along Nashboro Blvd from Bell Rd to Murfreesboro Pk to fill in incomplete areas	FY 13 - \$1,200,000	
Pin Hook Road Sidewalks	13PW0042	Construct sidewalks along Pin Hook Rd from Pin Oak Dr to Antioch High School - on the side nearest to driveway	FY 13 - \$600,000	
Rural Hill Road and Mt. View Road Intersection Improvements	08PW0018	Improve the Rural Hill Road at Mt. View Road intersection	FY 13 - \$500,000	
Rural Hill Road Resurfacing	13PW0033	Resurface Rural Hill Road from Mt. View Rd Intersection to entrance of Free Will Baptist Church Headquarters	FY 13 - \$50,000	
Smith Springs Road Sidewalks	13PW0030	Construct sidewalks along Smith Springs Rd from Bell Rd to Anderson Rd	FY 13 - \$3,000,000	
Southeast Connector	06PW0012	Construct new roadway (Phase 1 from Concord Road at Nolensville Road to I-24E & Phase 2 From I-24 to Old Hickory Blvd)	FY 17 - \$20,000,000 FY 19 - \$30,400,000	
Windcrest Trail Subdivision Road Repairs	13PW0046	Repair dips within the Windcrest Trail Subdivision	FY 13 - \$450,000	

**Table 9: Capital Improvement Budget (CIB) Recommended Amendments**

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Anderson Road Sidewalks	08PW0015	Construct sidewalks on Anderson Road from Lakeshore Christian Church to the cul-de-sac. (Country Way road)	FY 13 - \$264,000	
Recommended change to CIB Project: -Update project description to reflect need for sidewalks from Smith Springs Road to Bell Road. -Similar project as 13PW0029; consider combining projects for clarity.				
Anderson Road Sidewalks	13PW0029	Construct sidewalks along Anderson Road from Smith Springs Rd to Harbour Town: Construct Sidewalks, Right-of-Way and Stormwater Drainage	FY 13 - \$250,000	
Recommended change to CIB Project: -Update project description to reflect need for sidewalks from Smith Springs Road to Bell Road. -Similar project as 08PW0015; consider combining projects for clarity.				
Antioch Pike Widening	92PW003	Phase I - Widen On Present Alignment From Richards Road To Reeves Road; Phase 2 - Construct On New Alignment From Reeves Road To Blue Hole Road Includes New Bridge Over Mill Creek And Roadway.	FY 13 - \$350,000 FY 14 - \$350,000 FY 15 - \$700,000 FY 16 - \$2,000,000 FY 17 - \$4,692,000 FY 18 - \$800,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 10PW0027 and 13PW0008; consider combining projects for clarity.				
Antioch Pike Widening	10PW0027	Widen Antioch Pike from Richards Road to Hickory Hollow Pkwy	FY 17 - \$12,900,000 FY 18 - \$5,600,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 92PW0003 and 13PW0008; consider combining projects for clarity.				
Antioch Pike Strategic Improvements	13PW0008	Widen from Haywood Lane to Blue Hole Road. Project includes signal upgrades, sidewalks and ROW acquisition. ROW, Eng, Design, Construction.	FY 13 - \$200,000 FY 14 - \$6,400,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 92PW0003 and 10PW0027; consider combining projects for clarity.				

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**Table 9: Capital Improvement Budget (CIB) Recommended Amendments Continued**

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Bell Road Widening	01PW005	Widen Bell Road from I-40E To Smith Springs Rd	FY 13 - \$600,000 FY 14 - \$3,000,000 FY 15 - \$3,000,000 FY 16 - \$3,000,000	
Recommended change to CIB Project: - Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only at key intersections. - A bike lane has been added from Elm Hill Pike to Nashboro Boulevard. Update description to reflect addition of bike lane per the <i>Strategic Plan for Sidewalks and Bikeways</i> .				
Cane Ridge Road Widening	04PW0019	Widen Cane Ridge Road (Phase 1 from Southeast Connector to Bell Road & Phase 2 from Old Hickory Blvd to Southeast Connector)	FY 13 - \$500,000 FY 14 - \$500,000 FY 15 - \$1,000,000 FY 16 - \$6,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening to three lanes from Chimney Top Road to just south of the proposed Southeast Connector. Update description to reflect change. -Widening south of the proposed Southeast Connector to Battle Road is not recommended at this time. The MCSP keeps this portion of the corridor as two lanes. -Update description to reflect the addition of a bike lane per the <i>Strategic Plan for Sidewalks and Bikeways</i> .				
Franklin-Limestone Road Widening	95PW007	Upgrade two lane road to include turn lanes from Antioch Pike to Murfreesboro Pike	FY 14 - \$250,000 FY 15 - \$250,000 FY 16 - \$250,000 FY 17 - \$250,000 FY 18 - \$500,000 FY 19 - \$12,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 10PW0032; consider combining projects for clarity.				
Franklin-Limestone Road Widening	10PW0032	Widen Franklin Limestone Road from Antioch Pike to Murfreesboro Road	FY 13 - \$250,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 95PW007; consider combining projects for clarity.				

**Table 9: Capital Improvement Budget (CIB) Recommended Amendments Continued**

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Hickory Hollow Parkway Extension	91PW002A	From Blue Hole Rd To Hickory Hollow Parkway Includes Phase I Engineering and ROW - Construct On New Alignment Bridge And Approaches Over Mill Creek And CSX RR, And Phase 2 - Roadway Up Grade Along Hickory Hollow Parkway	FY 13 - \$1,000,000 FY 14 - \$1,000,000 FY 15 - \$5,000,000 FY 16 - \$5,000,000 FY 17 - \$5,000,000 FY 18 - \$3,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Update project descriptions to only include the addition of sidewalks as outlined as a high priority in the Community Plan.				
Rural Hill Road Widening	87PW004C	Widen Rural Hill Road from Murfreesboro Pike to Mt. View Road	FY 13 - \$2,000,000 FY 14 - \$2,000 FY 15 - \$2,000,000 FY 16 - \$2,000,000 FY 17 - \$2,000,000 FY 18 - \$3,500,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Update project descriptions to only include the addition of sidewalks as outlined as a high priority in the Community Plan. -Similar project as 10PW0030; consider combining projects for clarity.				
Rural Hill Road Widening	10PW0030	Widen Rural Hill Road from Bridgecrest Drive to Mt. View Road	FY 13 - \$5,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Update project descriptions to only include the addition of sidewalks as outlined as a high priority in the Community Plan. -Similar project as 87PW004C; consider combining projects for clarity.				
Smith Springs Road Widening	85PW043	Widen Smith Springs Road from Bell Road to Anderson Road	FY 13 - \$750,000 FY 14 - \$6,750,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends strategic widening to three lanes along the corridor. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways.				

## Antioch - Priest Lake Community Plan : 2012 Update

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**Table 10: Recommended Projects to be Removed from the Capital Improvement Budget (CIB)**

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Cane Ridge Road Widening	06PW0050	Widen from Pettus Road to Franklin Road	FY 13 - \$500,000 FY 14 - \$2,000,000 FY 15 - \$2,000,000 FY 18 - \$39,000,000	
Recommended change to CIB Project: -Remove from CIB. Project redirected to 04PW0019.				
Smith Springs Road Construction and Extension	99PW001	Extend Smith Springs Road from Anderson Road to Mt. View Road	FY 13 - \$100,000 FY 16 - \$500,000 FY 17 - \$7,500,000 FY 18 - \$7,500,000 FY 19 - \$7,000,000	
Recommended change to CIB Project: -Remove from CIB. -Extending new road through U.S. Army Corps of Engineers property will be difficult and has not been identified as a need by the community. -Similar project as 09PW0002; recommend removing this project as well.				
Smith Springs Parkway Extension	09PW0002	Extend Smith Springs Parkway to Smith Springs Road	FY 13 - \$3,000,000	
Recommended change to CIB Project: -Remove from CIB. -Extending new road through U.S. Army Corps of Engineers will be difficult. -Similar project as 99PW001; recommend removing this project as well.				
Una-Antioch Pike Widening	85PW016A	Widen Una-Antioch Pike from Murfreesboro Pike to 800 feet east of Hickory Hollow Parkway	FY 13 - \$100,000 FY 14 - \$100,000 FY 15 - \$250,000 FY 16 - \$250,000 FY 17 - \$1,000,000 FY 18 - \$1,000,000	
Recommended change to CIB Project: -Remove from CIB. -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Similar project as 10PW0028; recommend removing this project as well.				
Una-Antioch Pike Widening	10PW0028	Widen Una-Antioch Pike from Hickory Hollow Pkwy to Murfreesboro Road	FY 13 - \$20,500,000	
Recommended change to CIB Project: -Remove from CIB. -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Similar project as 85PW016A; recommend removing this project as well.				

**2035 Regional Transportation Improvement Program (RTP) Recommendations**

Projects identified in the 2035 Regional Transportation Plan (RTP) typically have more regional impacts and will most likely need some portion of Federal funding to complete. The Antioch-Priest Lake stakeholders highlighted during meetings that they wanted to incorporate Complete Streets and Context Sensitive Solutions more thoroughly into the RTP projects and the project descriptions. Stakeholders wanted to ensure that community desires would be documented in initial discussions with the Tennessee Department of Transportation (TDOT) and/or Metro Public Works (MPW); early collaboration with such agencies are key in utilizing complete streets and CSS approaches. Several recommendations should be noted regarding projects in the RTP to ensure projects support the community’s vision. Table 11 lists projects that are recommended to remain in the RTP, while Table 12 lists a recommended modification to a project in the RTP.

**2011-2015 Transportation Improvement Program (TIP) Recommendations**

Antioch-Priest Lake has one Transportation Improvement Program (TIP) project and it should proceed according to schedule. For a project to be included in the TIP, it must be identified in the adopted RTP with an upcoming horizon year. The TIP outlines those transportation projects with Federal funds to be expended over the next four years. Once funds are appropriated to a project in the RTP, it becomes part of the TIP until it is constructed, implemented, or amended. Projects slated for funding recommended to continue according to schedule are shown in Table 11 below.

**Table 11: Projects Recommended to Remain in the Regional Transportation Plan (RTP)**

2035ID	Horizon Year	Lead Agency	Project/Roadway Name	From	To	Description	Total Cost
1011-230	FY 2015	Metro	Harding Place Extension	Ezell Pike	Couchville Pike	Construct new roadway as 4/6 lanes. Location and ES, PE, ROW underway.	\$ 11,370,000
1013-243	FY 2025	TDOT	I-24 E	Harding Place		Construct urban diamond interchange, Phase 1.	\$ 5,920,977
1012-219	FY 2025	TDOT	Murfreesboro Pike (SR 1)	Donelson Pike	Smith Springs Road	Widen from 4 to 6 lanes including bike lanes.	\$ 21,314,319
1014-216	FY 2035	TDOT	I-24 E	Hickory Hollow Pkwy	Bell Road (SR 254) Exit	Modify interchange to allow access to/from Cane Ridge Road.	\$ 6,573,369
1012-158	FY 2035	TDOT	Donelson Pike	Hangar Lane	I-40	Realignment of Donelson Pike to allow airport expansion and modification of Donelson Pike/I-40 interchange to improve level-of-service and safety	\$ 70,115,941
1012-151	FY 2035	Metro, TDOT	Harding Place (SR 155)	I-24	CSX Railroad	Widen from 5 to 7 lanes.	\$ 15,760,935
1012-147	FY 2035	Metro	Bell Road	Murfreesboro Pike	Stewarts Ferry Pike	Widen existing 2-lane roadway to provide a center turn lane, bike lanes.	\$ 43,822,463

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**Table 12: Projects Recommended to be Amended in Regional Transportation Plan (RTP)**

2035ID	Horizon Year	Lead Agency	Project/Roadway Name	From	To	Description	Total Cost
1012-147	FY 2035	Metro	Bell Road	Murfreesboro Pike	Stewarts Ferry Pike	Widen existing 2-lane roadway to provide a center turn lane, bike lanes.	\$ 43,822,463
Recommended Change to the RTP Project: - Widening the corridor to a continuous three-lane facility may not be feasible given financial constraints. - Future improvements should reflect the Major and Collector Street Plan, which envisions Bell Road as 2/3 lane facility in various segments with bike lane. - Future improvements should also reflect the improvements proposed in the Strategic Plan for Sidewalks & Bikeways.							

**Table 13: Projects Recommended to be Remain in the Transportation Improvement Program (TIP)**

Project ID	Lead Agency	Type of Work	Project/Roadway Name	From	To	Description	Total Cost	Programmed as of 2/1/2012
2008-11-027	Metro	New Road	SR 255 Harding Place Extension Phase 1	Murfreesboro Road	Couchville Pike	Construct new roadway.	\$ 11,370,000	\$ 2,870,000

### Recommended Street Connections for the Antioch-Priest Lake Community

Much of the Antioch-Priest Lake Community's street network was built during a period of development trends that encouraged a street network system composed of curvilinear streets and cul-de-sacs. This type of system pushes traffic to a few arterial streets creating peak hour congestion issues and the need to widen roadways more. A grid-like street network provides more connections and alternatives to utilizing a few arterial streets. The benefits of street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved emergency access, and efficient subdivision of land.

Some areas of the Antioch-Priest Lake Community Plan have opportunities to improve street connectivity through the construction of listed Required Street Connections, which are mapped, and through additional local street connections, which may not be mapped, but should occur through the subdivision and zoning processes. Consult the fold-out map of the Vehicular Transportation Plan for identified road segments that are intended to be connections. This map does not identify every possible local street connection. Additional staff analysis on a case-by-case basis within the framework of the overall transportation system and recommendations from the Planning Commission should be considered as these areas are developed.

### Vehicular Network Priorities for the Antioch-Priest Lake Community

The following road reconstruction and connectivity projects were identified as being the highest priorities in the Antioch-Priest Lake Community and are depicted in the following maps. These projects would require public financing on some level as opposed to some widening and connectivity projects that may be constructed by an individual developer as development occurs.

#### Reconstruct the existing Interstate 24/Bell Road interchange

The existing Interstate 24/Bell Road interchange was repeatedly mentioned by stakeholders during the Antioch-Priest Lake Community Plan process as a constraint to future growth, development and success of the Hickory Hollow Mall area and the Crossings. Currently, over 140,000 vehicles travel over Bell Road each day on Interstate 24, and close to 40,000 vehicles travel through the interchange each day. The unusual column supports for Interstate 24 that divide the traffic and congestion were mentioned as detractors to economic development in the area. Additionally, there are no sidewalks forcing pedestrians to walk out in the street or straddle the area between the travel lanes and curb under the bridge. The illustrations on the following pages show the general area of the interchange, its proximity to Hickory Hollow Mall, and lack of sidewalk connectivity along Bell Road.

During the Antioch-Priest Lake Community Plan update process, the Nashville Civic Design Center examined the interchange and worked with Planning staff and the community to create several design scenarios that might accommodate both vehicular traffic and pedestrians. The Nashville Civic Design Center was given a task to create alternative scenarios for creating pedestrian connections at the interchange. Scenarios range from moderate levels of added amenities and alterations to existing infrastructure, to more intensive transformations of roadway networks and pedestrian-friendly connections.



To begin, the image above shows a lower-cost scenario for improving pedestrian and cyclist connections at the I24 Bell Road interchange. Those improvements primarily include minor alterations to the existing infrastructure, making room for paved sidewalks and bikeways. With minor excavation and alterations to the bridge's retaining walls, the CSX rail bridge has the potential to allow for two additional pedestrian/cyclist underpass bays.

This scenario includes the installation of new sidewalks and bikeways to connect to a nearby greenway, a new street and pedestrian scale lighting, burying overhead power lines, and the addition of street trees for their many benefits along the vehicular and pedestrian scale paths. .



Expanding on the previous alterations, a second phase could include new infill development along Bell Rd and Collins Park Dr. A larger and more open rail viaduct could be implemented, similar to the Bicentennial Mall viaduct. Creating more open bays beneath the railway allows for a complete and connected pedestrian network between two different commercial and future mixed-use developments.

With new, higher density infill projects in place, a higher frequency bus route and state of the art bus shelter could help create a true Transit Oriented Development along I-24. Connections with a local neighborhood circulator bus could be made to the new and future Bus Rapid Transit routes along Murfreesboro Pike and Nolensville Road.

## SCENARIO 3



Following the same concept as the Rail Bridge tunneling, the same could be accomplished with the I-24 overpass. Though requiring substantial excavation work, providing a safe and separated pedestrian scale tunnel beneath the interstate could easily provide solutions to many pedestrian issues around this intersection. Similar to the suggestions addressing the CSX bridge, the inclusion of new street trees, vegetative buffers and separated pedestrian/cyclist paths begin to create vibrant and safe connections through the large existing roadway infrastructure. The pedestrian scale tunnels could serve as both functional and aesthetic improvements to Antioch, with

the addition of special lighting and art installations throughout the pathways. A floodplain and a tributary leading to Mill Creek and the Mill Creek Greenway also exists perpendicular to the vehicular network exists. This grouping of vehicular and train overpasses could become a major gateway into Antioch, providing safe and easy access to all modes of transportation, with a seamless integration of greenways and blueways into the predominantly vehicular network.



Another proposal for improving pedestrian connections along Bell Road is to build a pedestrian bridge over both I-24 and the elevated CSX railway. This solution could come in a variety of forms. This version shows a more simple bridge construction method connecting two opposite sides of Bell Road, one side landing along Target Dr and the other near future development along the North side of Bell Rd after the CSX viaduct.

Due to the elevation one must climb, it is reasonable to bridge over both interstate and rail bridge with a continuous structure. Vertical circulation could be staggered along the bridge with access to future Transit Oriented Development between the interstate and railway.

## SCENARIO 5



Pedestrian bridges have been utilized in many cities across the world as a symbol and gateway into the city. In these regards, a more elaborate designed bridge could create a similar notion for Antioch as one of the first major communities en route to downtown Nashville. Complete with pedestrian lighting and pedestrian plazas flanking bridge entrances, a new gateway bridge provides a bold statement for Antioch's progressive directions in development.



This bird's eye perspective highlights a new pedestrian bridge concept, traversing both I-24 and the CSX railway. With similar heights in elevation, Target Dr and the parking lot North of Bell Rd make for optimal anchors. Infill development will soon surround the entrances, connecting pedestrians to places of working, shopping and living. This rendering also shows additional railway for a potential commuter rail station and new Transit Oriented Development.



Another option for improving both vehicular congestion and pedestrian connections includes the revision and replacement of the I-24 interchange. Currently, I-24 and the CSX railway bridges over Bell Rd, creating a series of vehicular tunnels. With increased growth and vehicular traffic, the existing scenario will prove to be increasingly inefficient. This bird's eye perspective visualizes a new intersection that bridges Bell Road over both railway and interstate. A condensed exit ramp strategy maintains tight property boundaries and creates an integrated pedestrian network of sidewalks and crosswalks alongside vehicular paths.



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### **Construct the Harding Place Extension between Ezell Pike and Couchville Pike**

The Harding Place Extension is a planned four to six lane freeway-type facility proposed between Interstate 24 and Interstate 40. It will connect to Harding Place and McCrory Creek Road, parallel Donelson Pike and Bell Road, and cross Murfreesboro Road. The adoption of the Major and Collector Street Plan (MCSP) in April, 2011 included the Harding Place Extension designated as a F6\* or a freeway with six travel lanes. A notation was made on the designation as follows,

“\*The proposed Harding Place Extension shall be designed as a multi-modal facility that adequately incorporates the needs of transit users, bicyclists, pedestrians, and other travelers adjacent to the corridor. It shall be re-designated to an appropriate MCSP designation(s) based on the finding of the environmental impact statement currently underway as of the original adoption date of this plan.”

Additionally, the accompanying MCSP map was changed to depict the proposed Harding Place Extension as a Multimodal Freeway Corridor.

Since the adoption of the MCSP, some right-of-way for the Harding Place Extension has been acquired from Ezell Pike to Couchville Pike. Figure 25 shows the area that is high priority for completion because of the continued progress on this segment of the extension and more certainty of the alignment.

Meanwhile, the segment north of Couchville Pike (see Figure 26) is recommended to be shown in the MCSP as a conceptual corridor alignment and not a definitive alignment because of the challenges restricting the alignment alternatives and design of the roadway.

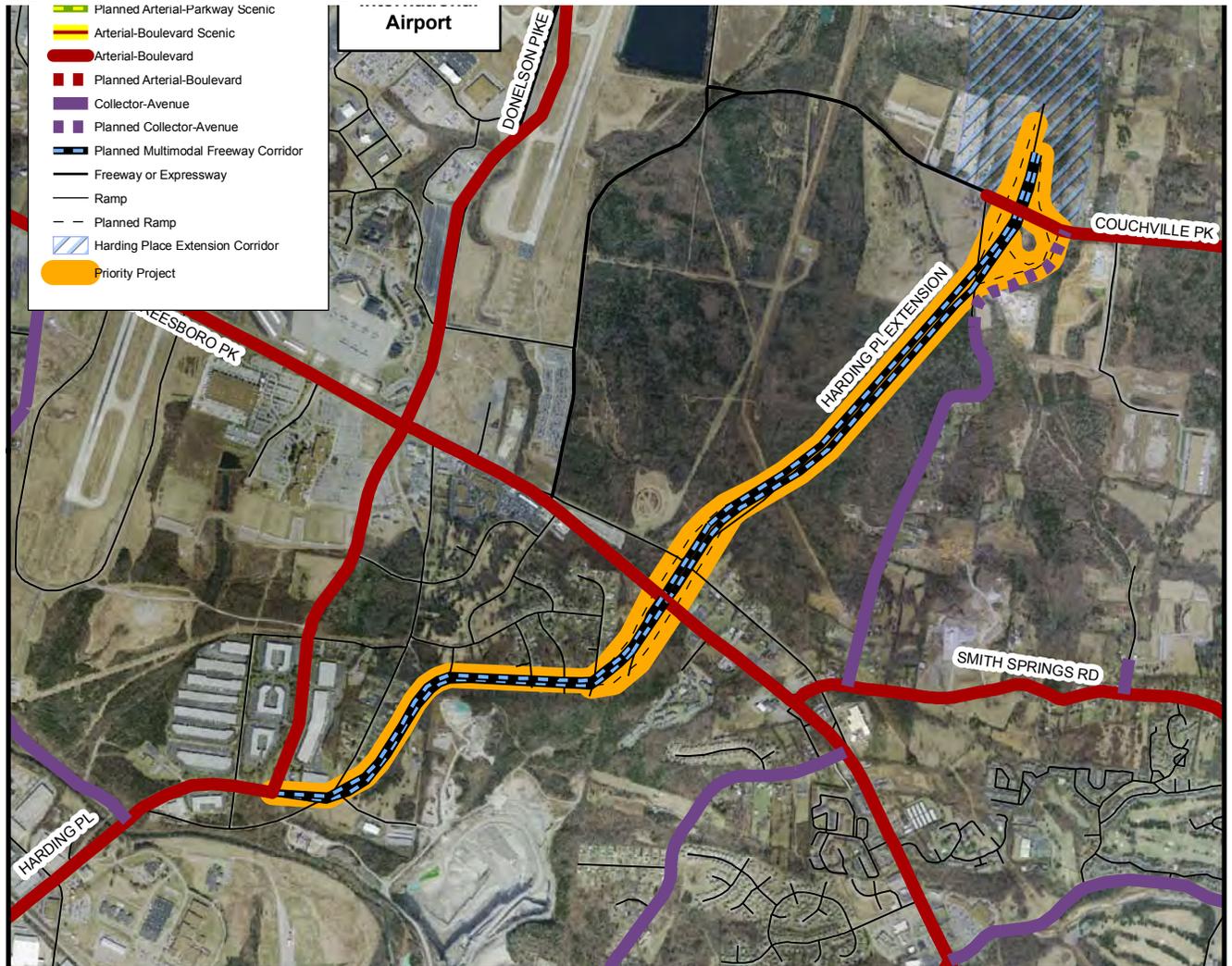
The northern portion of the Harding Place Extension from Couchville Pike to Interstate 40 is depicted as a conceptual alignment in the figure below and in the Major and Collector Street Plan. This segment is shown as a concept because many constraints exist that will need to be considered when determining the final alignment. A final alignment will only be determined after the constraints are studied further during the engineering and design phase of the new roadway.

The constraints that will be considered include the Nashville International Airport Master Plan's plans for the potential need for a future fourth runway and the associated runway protection zone (RPZ), the airport surveillance radar, Interstate 40/Harding Place Extension interchange location, and existing residential development to the east. All of these issues will have to be considered when a final alignment is being determined.

The Nashville International Airport's Master Plan's proposed fourth runway is shown in pink and the associated RPZ is in orange. The Federal Aviation Administration regulations restrict development within the RPZ. The airport surveillance radar requires a 1,000 foot buffer; it is outlined in graphic 20a as a dashed green line. in graphic 20a in (ADD color). The location where the proposed Harding Place Extension will create an interchange with Interstate 40 must also consider distances from existing interchanges to the east and to the west. Finally, the proposed Harding Place Extension must also consider impacts to adjacent residential neighborhoods. These Federal Administration regulations, and transportation and land use considerations will require additional study , therefore at this time this segment of the Harding Place Extension is shown as a conceptual alignment.

The ultimate design and right-of-way acquisition for the Harding Place Extension should consider a multi-use path. There are few north-south connections in Antioch-Priest Lake, so obtaining an additional non-motorized corridor will be integral to expanding travel and recreational options in this area of Davidson County and meet the intent of the MCSP.

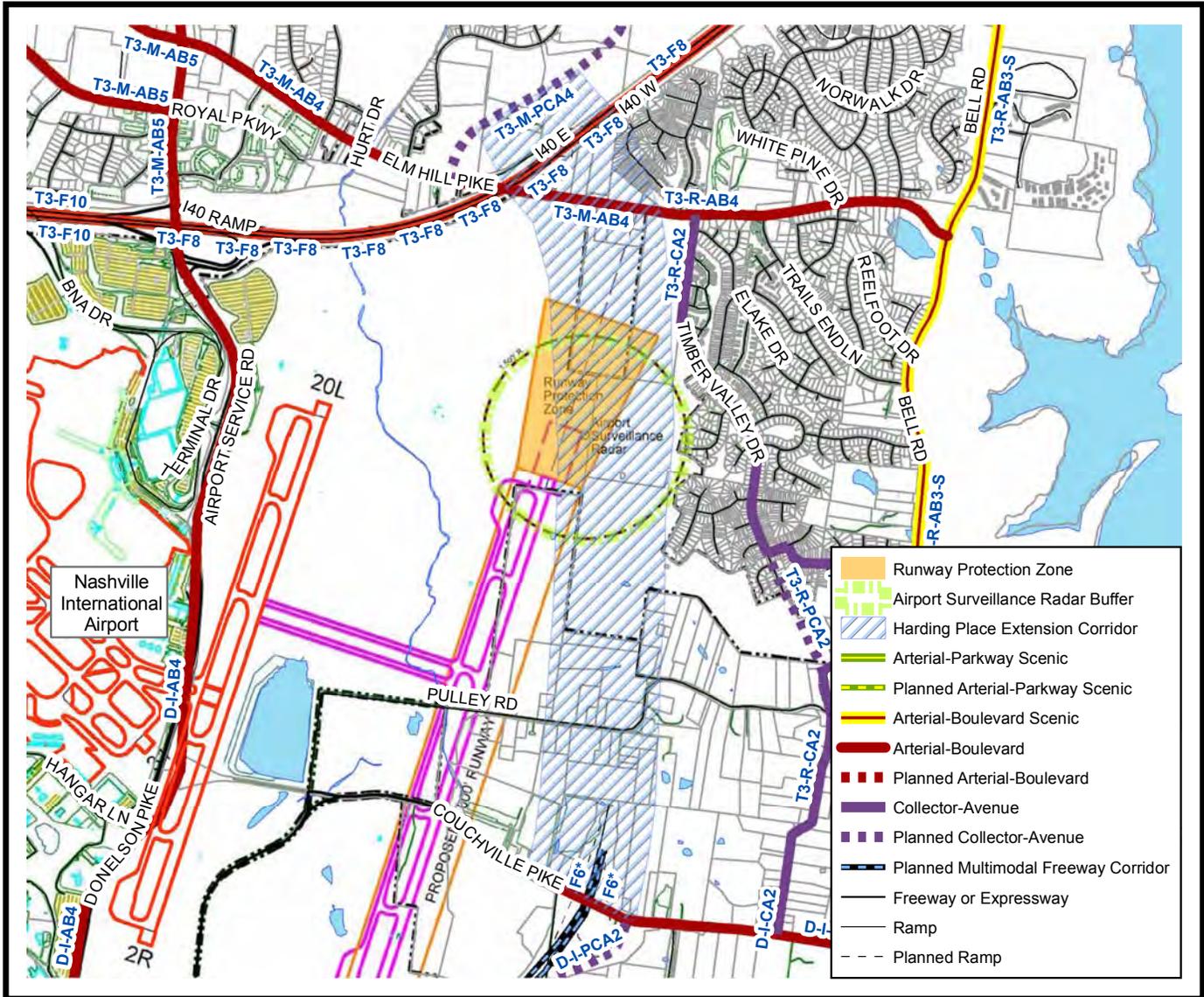
Figure 25: Proposed Harding Place Extension - Donelson Pike to Couchville Pike



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Figure 26: Proposed Harding Place Extension - Airport Runway Protection Zone and Surveillance Radar Buffer



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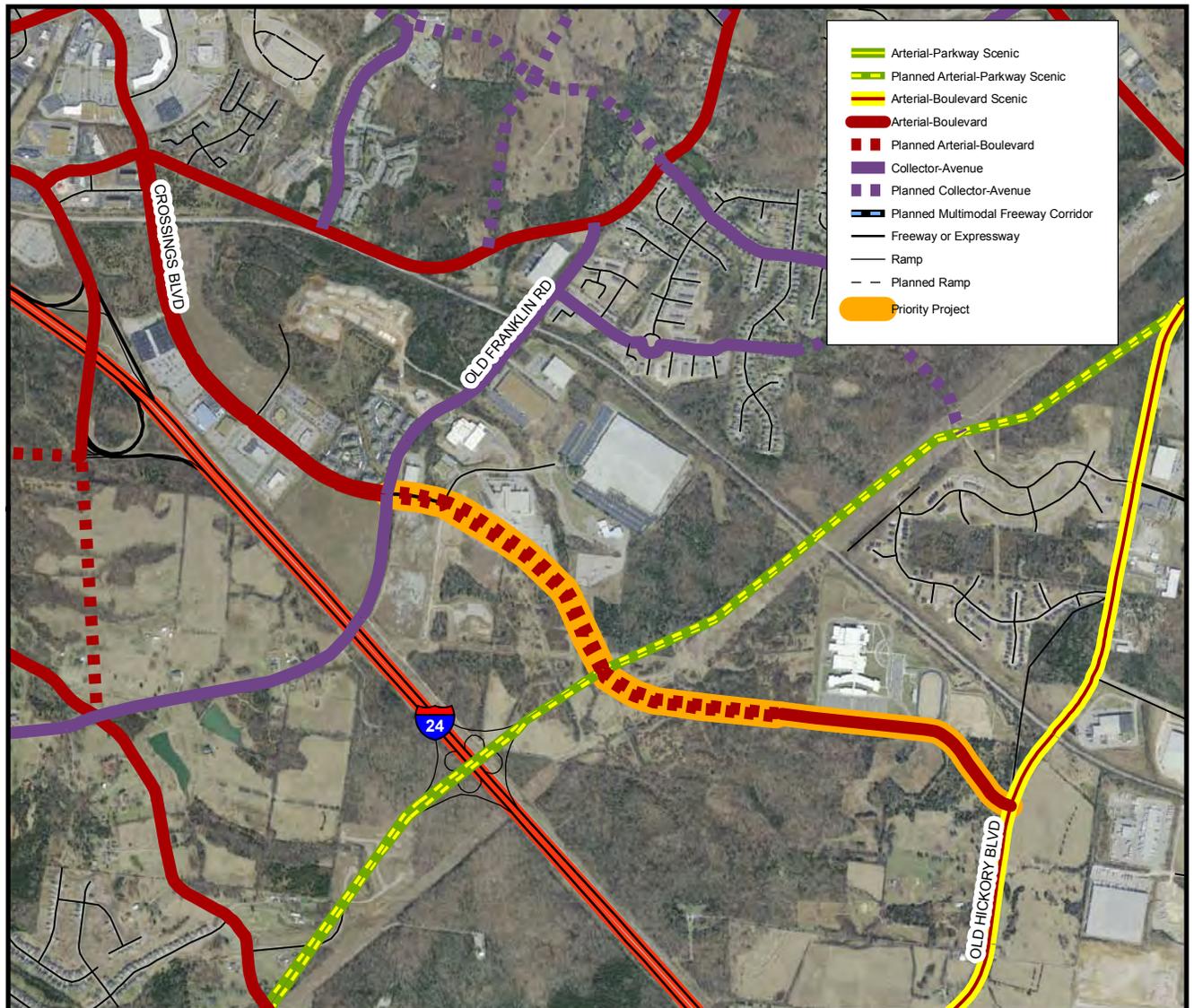
### Chapter 3 - Transportation

#### Extend Crossings Boulevard to Old Hickory Boulevard

There are few alternate routes that parallel Interstate 24 other than Murfreesboro Pike. Crossings Boulevard currently parallels the interstate between Bell Road and Old Franklin Pike. The development of a full interchange with Hickory Hollow Parkway and Old Franklin Pike will divert some traffic from the Bell Road/Interstate 24 interchange. Extending Crossings Boulevard south towards Old Hickory Boulevard will provide another alternate route and create economic development opportunities that have been envisioned in the area for some time. Figure 27 depicts this potential connection.



Figure 27: Planned Crossings Boulevard Extension - Old Franklin Road to Old Hickory Boulevard



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#### **Conduct an alignment study of the Southeast Arterial Parkway**

The proposed Southeast Arterial Parkway is planned to start near Nolensville Pike at Concord Road, intersect with Interstate 24, and end near Murfreesboro Road at Hobson Pike. It is depicted in Figure 28. This concept was envisioned in the early 1990s, and a more detailed study was completed in the mid-1990s when growth and development in this area of Davidson County was rapidly progressing.

The current alignment depicted in the MCSP follows the general alignment from the last study. Since the completion of these planning activities, Metro has required new development surrounding the proposed Parkway to dedicate right-of-way to accommodate a future Southeast Arterial Parkway alignment. Unfortunately, the amount of right-of-way dedicated has not been consistent along the identified alignment and some developments have dedicated right-of-way not within the suggested alignment. New development in southeast Davidson County has slowed due to the recent recession. Further study is needed to determine if the Southeast Parkway is a needed corridor, and if so, an appropriate right-of-way alignment should be identified so it can be acquired as development activity increases in forthcoming years.

The estimated cost of conducting a Transportation Planning Report, or TPR, that is an initial feasibility study of alignments is \$50,000-\$75,000 depending upon the size of the project.

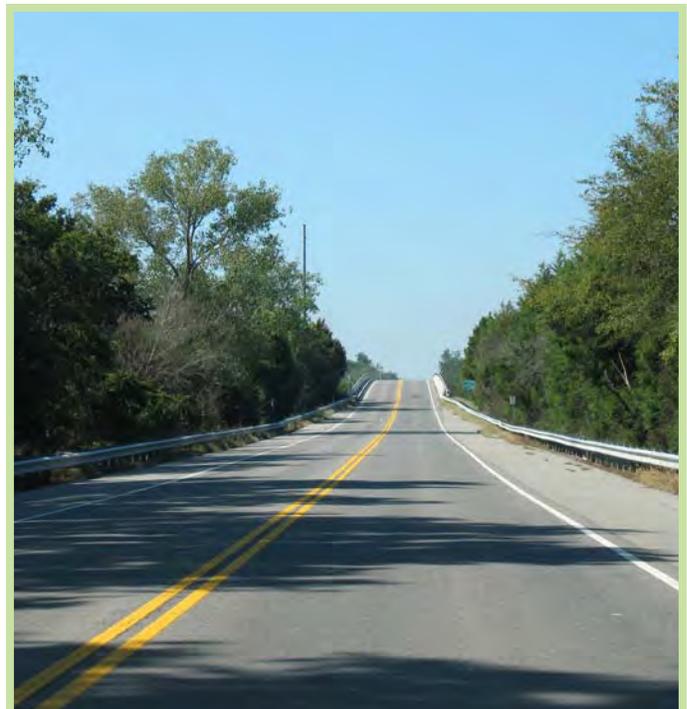
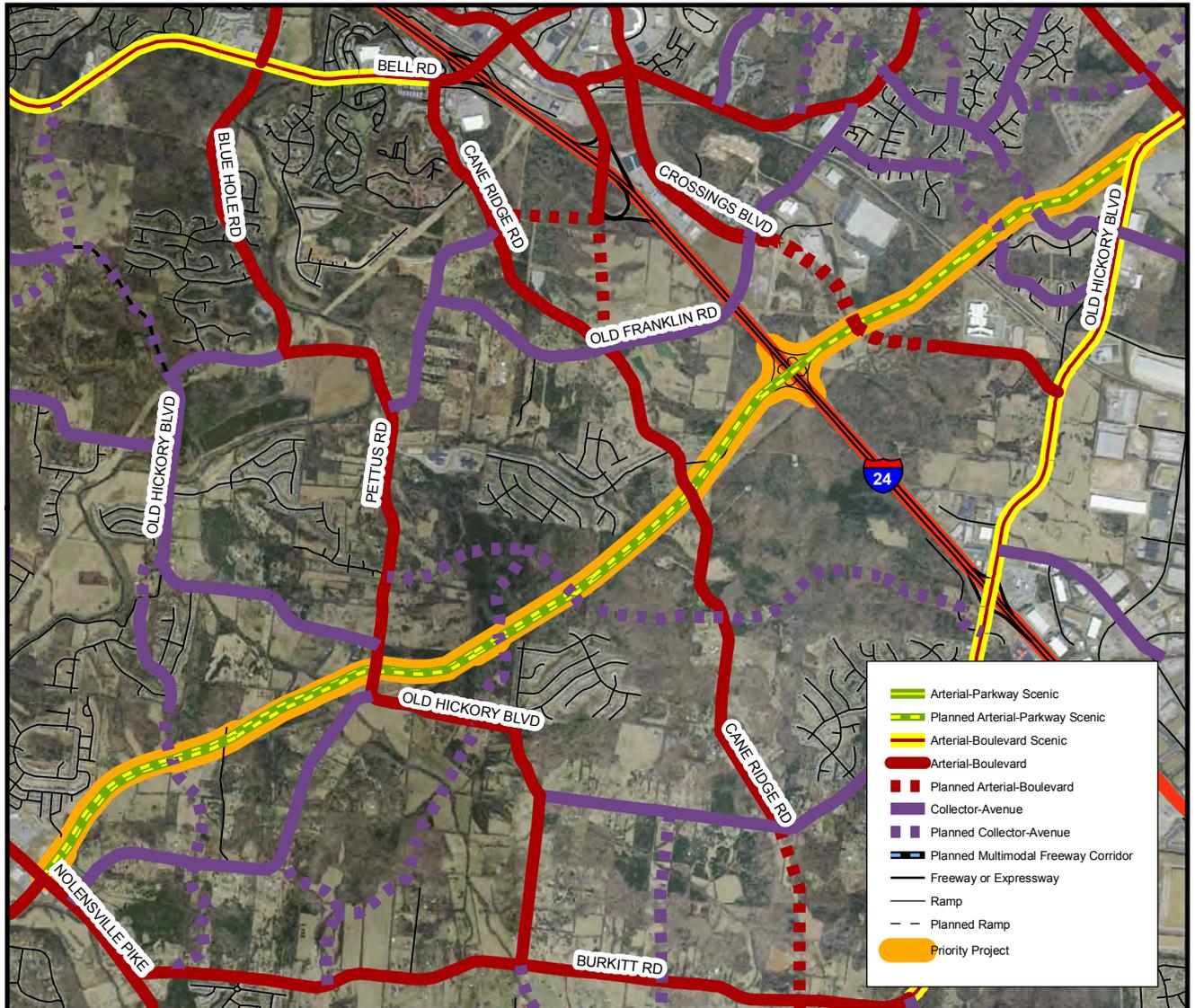


Figure 28: Planned Southeast Parkway - Old Hickory Boulevard to Nolensville Pike



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### Mass Transit Plan

Transit service consisting of buses and other enhanced transit concepts provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for Antioch-Priest Lake. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes (e.g. Gallatin, Charlotte, Nolensville, Lebanon, Elm Hill, and Murfreesboro Pikes) rather than crossing each other on a widespread grid. This existing network may be modified in the future based upon implementation of recommendations within MTA’s Strategic Master Plan that is discussed later in this section.

#### Existing Mass Transit in the Antioch-Priest Lake Community

Existing lines in the Antioch-Priest Lake Community Plan (as of August 2012) include:

- 15 – Murfreesboro Road
- 18 – Airport/Elm Hill Pike
- 33X – Hickory Hollow/Old Hickory
- 38X – Antioch Express
- 39X – Cane Ridge Express
- 72 – Edmondson Pike
- Antioch BusLink

There are several small park and ride locations in Antioch – Priest Lake; mostly self-created by transit riders. The most popular park and ride locations are at Hickory Hollow Mall and Cane Ridge High School. The Hickory Hollow Park and Ride is on the 33 Express Route. It is managed through a shared agreement between Hickory Hollow Mall and MTA on the northeast side of the property near Mt. View Road. The Cane Ridge park and ride is on the 39 Express Route and is a partnership between Cane Ridge High School / Metro Schools and MTA.

Regional studies are underway by the Nashville Area MPO and MTA, examining mass transit opportunities along priority corridors, including Interstate 24 and surface streets that connect Downtown Nashville to Murfreesboro through Antioch-Priest Lake. There may be future opportunities to provide additional transit options to the Antioch-Priest Lake Community that connect to other travel modes.

#### Strategic Transit Master Plan Recommendations

The MTA Strategic Transit Master Plan was adopted in 2009 and establishes the guiding principles and policies for improving public transportation in Nashville and Davidson County. The Master Plan outlines a need to re-establish basic levels of transit service, improve competitiveness of transit, serve those

in underserved areas, and attract new users. Five priority areas are identified:

- More buses more often
- Faster transit trips
- Serve new or underserved areas
- Make service easier to use
- Improve the image of transit

Through the Strategic Transit Master Plan process, MTA includes projects that utilize federal transportation funds through the Nashville Area MPO’s RTP and TIP.

Within MTA’s Master Plan, Route 15 – Murfreesboro Road is identified for improvements that include bus rapid transit elements and traffic signal priority. MTA recently announced funding dedicated to this project that will include BRT service, the development of enhanced stations with bus arrival times and departures, and the ability for prolonged green lights for buses running behind schedule at traffic signals. This is identified as a mid-term recommendation within MTA’s Master Plan and will be implemented in 2013. Coordination between Planning, Public Works, and MTA is currently taking place regarding the stop locations and the identification of priority sidewalk segments.

Additional service is also outlined in the Strategic Transit Master Plan for 38X – Antioch Express. The neighborhoods served by this route are expected to reach densities that would justify more than peak hour service. The express bus services could be expanded throughout the day and into the early evening. Alternately, the service could be used to connect with regional high capacity service. This is identified as a long-term recommendation within the Master Plan.

Figure 29 depicts MTA’s bus routes and bus stops in the Antioch-Priest Lake Community. For additional information about Nashville’s bus routes, please refer to: [www.nashvillemta.org](http://www.nashvillemta.org).



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#### Mass Transit Priorities in the Antioch-Priest Lake Community

Three mass transit projects were identified as high priorities for the Antioch-Priest Lake Community, which stakeholders supported.

#### Implement bus rapid transit along Route 15 – Murfreesboro Pike

The enhanced service that MTA and the Mayor announced in 2012 to be implemented in 2013 is a project that residents continue to support in Antioch-Priest Lake. The BRT would utilize a similar route as the existing Route 15 (see Figure X), but it would have more frequent service at stations with arrival and departures times and signal priority for buses along the route. Residents would like for bus service to be expanded south of Bell Road to the Hamilton Springs Walmart area.





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### Construct a transit mini-hub at Hickory Hollow Mall

With the development of the community center, library, and schools at the former mall site, the Park and Ride has the ability to accommodate more riders. As MTA enhances its radial service with cross-town connectors, this is a logical community hub for a few routes within the system to connect. The mini-hub could be constructed to suit MTA's needs with a small waiting area and several bus bays integrated with the services offered at the site.

The Metro services at the former mall site are currently being designed. MTA is working with the project managers to best integrate the new bus rapid transit service's terminus with the site development, so not to preclude any development of a mini-hub in the future. Figure X is an example from Cincinnati where a mini-hub included shelters and bus bays.

Develop a crosstown connector service between Nolensville Road and Murfreesboro Road

Currently for a rider in the Antioch-Priest Lake community to access services along Nolensville Pike, the transit user must travel Downtown to Music City Central to transfer to the Route 12 –

Nolensville bus. This greatly extends the trip time. Developing a service along Bell Road or extending the 12 – Nolensville bus route to Hickory Hollow Mall where a future mini-hub may be developed and where the new bus rapid transit service will terminate will greatly reduce travel time for riders.

In addition to this crosstown connector, stakeholders are interested in exploring additional regional connectors possibly to the Brentwood/Maryland Farms area or the Cool Springs area.

### Additional Mass Transit Network Considerations

MTA and its regional counterpart, the Regional Transportation Authority (RTA), along with the MPO have conducted major studies involving mass transit needs along several corridors in the region. The Southeast Corridor Alternatives Analysis was completed in 2007. This included the area generally along Interstate 24 and Murfreesboro Pike between Downtown Nashville and Murfreesboro. Broad recommendations from that study included enhanced transit service along Murfreesboro Pike with connector service leading into the system in areas such as Antioch and Lavergne. The MPO plans to reexamine the study in 2013 with the Southeast Corridor



Mobility Study that will outline different development scenarios along the corridor. This study will include much of the Antioch-Priest Lake area.

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## CHAPTER IV: OPEN SPACE PLAN

### Introduction – Open Space Plan

Parks, greenways and open space are crucial components to a community – providing spaces for rest, relaxation and recreation for community members, while establishing a sense of place in the community. The Antioch-Priest Lake Community Plan provides guidance on the design of open spaces, through the Open Space and Potential Open Space Community Character Policies, which are applied to various properties throughout the community that are now or could become open space resources.

The Antioch-Priest Lake community members enjoy their existing parks, greenways, and other open space areas, which vary considerably in size, character, and programming. However, several areas do not have nearby access to parks and greenways. To further enhance the open space system, there were several ideas for additions and improvements to the network of parks and open spaces within the community.

The Antioch-Priest Lake community also expressed difficulty in locating some of the J. Percy Priest Lake public recreation areas and greenway trailheads. To address this, recommendations for directional signage to these areas are made for various locations throughout the community and are denoted by the green signs on Figure 31, the Antioch-Priest Lake Community Open Space Plan.

Detailed guidance on the design and character of each open space is found in Chapter II, in the Open Space and Potential Open Space Policies for each Transect Category. Further guidance on the implementation of the open space improvements needing significant citizen involvement and partnerships to succeed is discussed in detail in Chapter V, in the Implementation strategies. The guidance in Chapter II and Chapter V is supplemented by the Antioch-Priest Lake Community Plan's Open Space Plan – see Figure 31 on page 218. The maps can be seen in more detail at [www.nashville.gov/mpc/communityplans/subareas/subarea13.asp](http://www.nashville.gov/mpc/communityplans/subareas/subarea13.asp).





### Nashville Naturally - Nashville's Open Space Plan

In 2009, the Mayor's Green Ribbon Committee on Environmental Sustainability recommended the creation of a comprehensive open space plan for Nashville/Davidson County. A public/private partnership was formed and the planning process, "Nashville: Naturally," inventoried, evaluated and developed, with community input, a vision for conserving and enhancing Nashville's natural resources and green infrastructure, including parks, greenways, community gardens, tree-lined streets, farmland, forests, waterways and bluffs. The Nashville Open Space Plan was released in April 2011.

The Nashville Open Space Plan contains four main themes:

- Connect wildlife and water networks;
- Support urban and rural farming;
- Connect people to the green infrastructure network; and
- Preserve historic and iconic resources.

The catchphrase from the Nashville Open Space Plan is – "Four Corners, Nine Bends and a Heart of Green." Envisioned in each of the four corners of Nashville/Davidson County are large reserves of protected open space, serving as anchors for the open space network. In southeast Nashville, this includes land along Mill Creek, land around J. Percy Priest Lake, open space anchors in underserved areas, and connections between open space areas and to the larger open space network in the adjacent Rutherford and Williamson Counties. Also envisioned are protected lands in each of the Cumberland River's nine bends, rich in agricultural soils and river access, which serve as buffers against floodwaters and help improve water quality by filtering water runoff. In the center is Nashville's Downtown, envisioned as a heart of green, with a revitalized riverfront, an increase in open spaces and tree canopy, and green roofs and rain gardens. All these resources should be connected by filling in gaps, creating links through greenways and protecting additional land.

The graphics below, included in the Nashville Open Space Plan, show the breakdown of Nashville's currently conserved open space.

The Nashville Open Space Plan's short- and mid-term goals that could impact Antioch-Priest Lake include:

- Add 3,000 acres of parkland in the next ten years. Add another 3,000 acres of parkland by 2035.
- Privately conserve a minimum of 3,000 acres of Nashville's green infrastructure network in the next ten years, and an additional 3,000 acres by 2035.
- Protect an additional 10,000 acres of floodplain and other sensitive natural areas via low impact development, land swaps and regulatory innovations in the next ten years.
- Of these 22,000 preserved acres, protect at least 1,500 acres for sustainable agricultural uses.
- Improve key park and greenway linkages by adding 25 miles of new greenways in the next five years.
- Double the amount of local food produced in Davidson County and triple the number of Davidson County farms selling directly to consumers in the next five years.

A conceptual vision, included in the Nashville Open Space Plan, shows Nashville's green infrastructure network (shaded in light green on Figure 33 below). In Antioch-Priest Lake, this includes the floodplains of Mill Creek, its tributaries and J. Percy Priest Lake, and areas of steep slopes. It also includes connecting the open spaces to create a more comprehensive network (illustrated with the green arrows) by building off of key parks (shown in bright green ovals). The plan places a high priority on creating a series of parks throughout southeastern Davidson County.

As the Nashville Open Space Plan states: "Together the private and public sectors can implement these recommendations and make Nashville a greener, healthier, more prosperous place to work, live and visit." For additional information on the Open Space Plan, please visit the website at: [www.nashville.gov/sustainability/docs/accomplishments/](http://www.nashville.gov/sustainability/docs/accomplishments/)

Figure 32: Nashville Naturaly (Open Space Plan) - Inventory of Land Resources

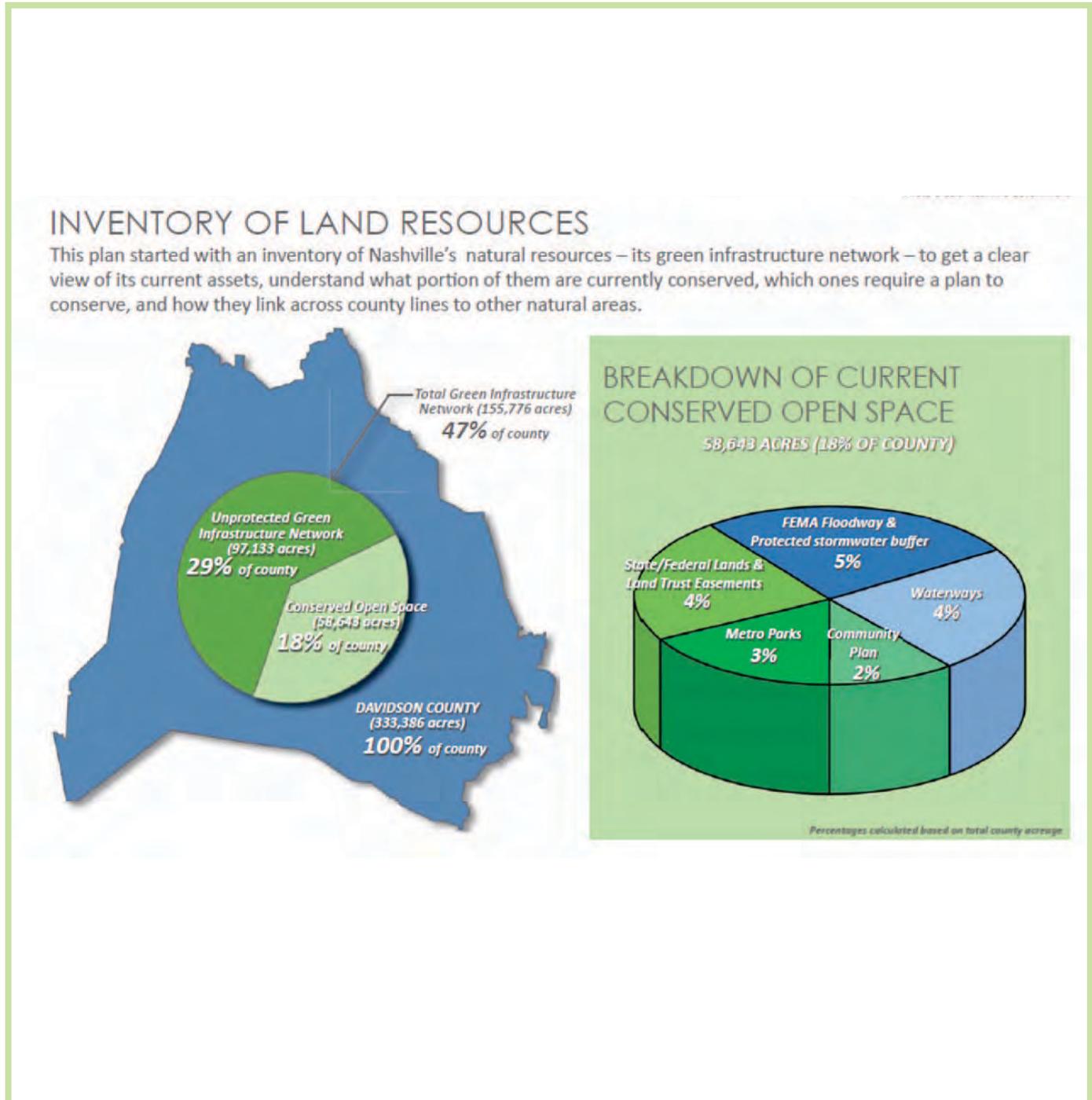
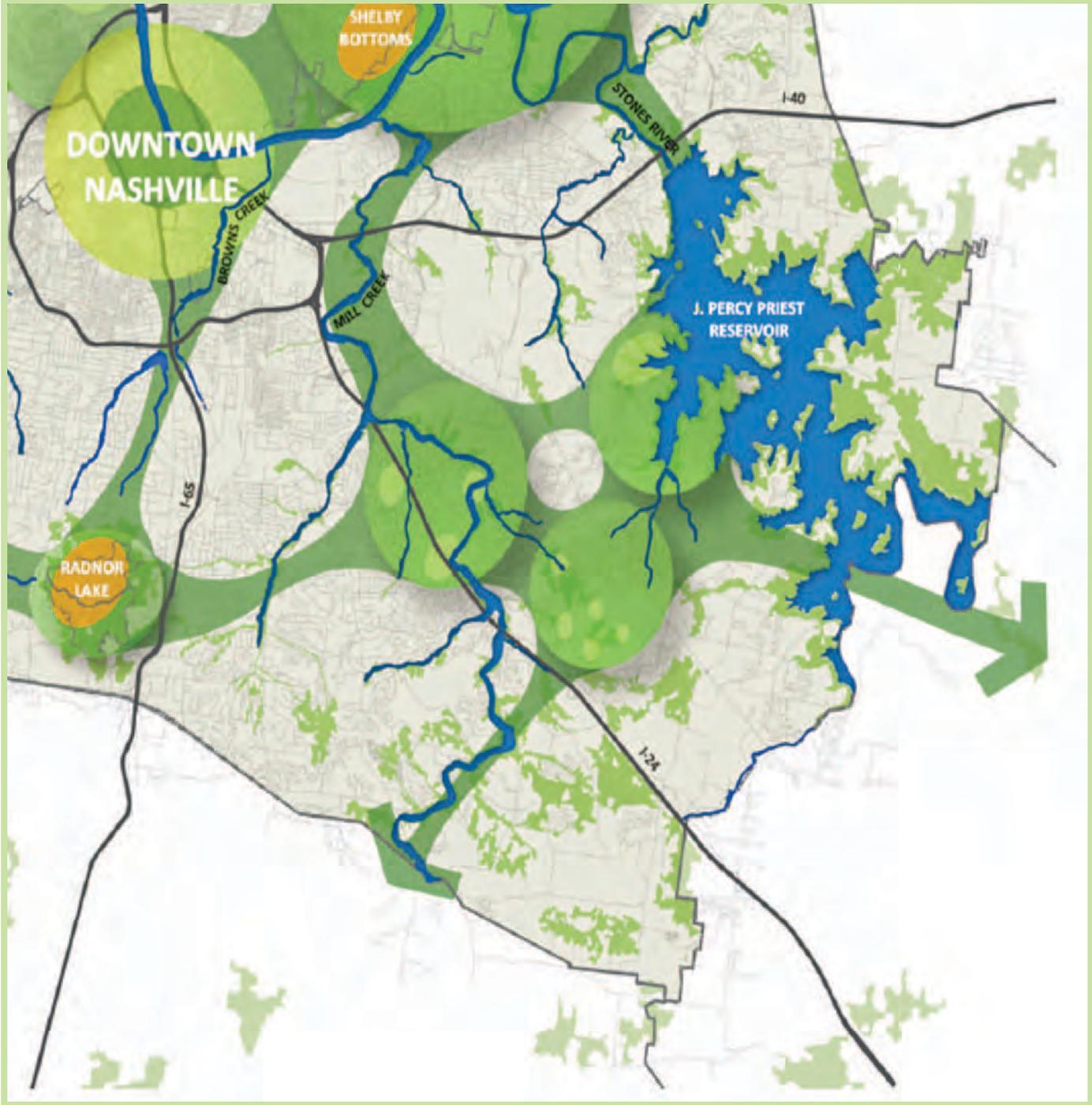


Figure 33: Nashville Naturally (Open Space Plan) - Open Space Concept for Southeast Davidson County



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NashvilleOpenSpacePlan.pdf

### Metropolitan Park and Greenways Master Plan

The guidance provided in the Antioch-Priest Lake Community Plan is also intended to complement the Metropolitan Park and Greenways Master Plan ("Parks Master Plan" adopted in November 2002 and updated in July 2008), which describes Nashville's existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout the County. This document can be found at [www.nashvillegov/parks/master\\_plan.asp](http://www.nashvillegov/parks/master_plan.asp). It should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways in the Antioch-Priest Lake Community.

### Greenways

The majority of Nashville's planned greenway systems are based on existing networks of rivers, lakes and streams. In these locations, greenways provide a vegetative buffer that protects water quality and conserves open space and, in some cases, creates wildlife habitats and corridors. By locating greenway corridors along these water features, communities may utilize land that would otherwise be unused because of flooding hazards. In addition to those environmental benefits, greenways also provide recreational and transportation benefits. As a recreational benefit, greenways provide non-vehicular connections to parks, neighborhoods, and retail areas, thus encouraging healthier and more active lifestyles through walking and biking. Greenway networks offer increased transportation opportunities by providing bicycle and pedestrian friendly routes between schools, homes, shopping, dining, employment and other destinations.

The existing greenway corridors identified in the Antioch-Priest Lake Community Plan follow the floodplains of the Mill Creek, its tributaries, and J. Percy Priest Lake; therefore they are located within Conservation (CO) policy. Conservation policy is a Community Character Policy designed for areas with environmentally sensitive features such as steeply sloping terrain, unstable soils, floodplains or other environmental features that need to be protected and are not suitable for development. Planned future greenways are also found in other policy categories such as T3 Suburban Neighborhood Maintenance (T3 NM) and T3 Suburban Neighborhood Evolving (T3 NE) where non-vehicular connections between neighborhoods are encouraged.

In Nashville, identified greenways may be a protected natural area that is preserved from any development, but does not have a trail built in it. Alternately, the natural area may eventually include a paved or unpaved trail – the trail that is called the "greenway." In either form, the identified greenway will maintain natural areas and protect the river and its floodway from future building development.

### Existing Greenways in the Antioch-Priest Lake Community Area

The majority of the constructed greenways in the Antioch-Priest Lake Community are located along Mill Creek. According to Metro Parks, two main segments have been constructed as part of the Mill Creek Greenway (as of August 2012):

- Mill Creek Greenway – Blue Hole Road – Greenway segment from the Antioch Community Center along Mill Creek north to Reeves Road, including a loop around Antioch Middle School. The entire length is approximately 1.8 miles.
- Mill Creek Greenway – Ezell Park – Greenway segment around Ezell Park from McGavock Pike to the southern end of Ezell Park. The entire length is approximately 1.3 miles.
- Greenway trailheads are located at the Antioch Community Center and at Ezell Park. A map of the Mill Creek Greenway and these trailheads can be found at: [www.nashville.gov/greenways/pdfs/maps/MCMillCreek.pdf](http://www.nashville.gov/greenways/pdfs/maps/MCMillCreek.pdf)
- In addition to Metro greenways, there are also other trails in the community (as of August 2012):
- Hamilton Creek Park – Two mountain bike trails, totaling over 10 miles, which hikers can also use.
- Anderson Road Recreation Area – Fitness trail, 1.2 miles.
- Long Hunter State Park – Several trails, including short walks, two four-mile trails, one six-mile trail, and an 18-mile mountain bike trail.

### Planned Greenways in the Antioch-Priest Lake Community Area – Parks Master Plan for Parks and Greenways

In Nashville, identified greenways are protected natural pathways that are preserved from any development. The pathways may stay in a natural state or eventually include a paved or unpaved trail. In either form, the identified greenway

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will maintain natural areas and protect the river and its floodway from future building development.

In the Antioch-Priest Lake area, Metro Parks has planned the following greenway project (as of August 2012):

- Greenway segment connecting the Mill Creek Greenway from the existing trail at the Antioch Community Center to the existing trail at Ezell Park. Greenway easements are in place for this segment with the exception of two properties.

Future long-term greenway plans include additional greenway segments along Mill Creek; greenway segments along Hurricane Creek and Savage Branch; and a greenway system around J. Percy Priest Lake providing additional access to the lake's recreation areas.

### Recommended Greenways in the Antioch-Priest Lake Community Area

In addition to the proposed greenways identified in the Parks Master Plan, the Antioch-Priest Lake Community Plan makes several additional greenway recommendations gleaned from community comments and Planning staff's analysis of the community's greenway and trail networks. The recommendations are greenway connections throughout the Antioch-Priest Lake community, including greenway corridors along Mill Creek and J. Percy Priest Lake, to connect neighborhoods, schools, shopping, and parks. These greenways would be constructed by a combination of Metro Parks and private developer funding. These proposals can be seen on Figure 31: Open Space Plan on page 218.

### Proposed Greenway System Connections

The following greenway segments are recommended to complement the existing Mill Creek Greenway system:

- A system of connections throughout the area that would connect area schools, parks and neighborhoods with each other, with corridors, and with the larger greenway and bikeway systems.
- Greenway segments that would connect the new community center at Hickory Hollow Mall with the Crossings area and the larger greenway and bikeway systems.
- Greenway segments that would connect the area east of the airport with the larger greenway and bikeway systems, and

with the Murfreesboro Road corridor.

- A greenway along the planned Southeast Parkway that would connect to the larger greenway system.

### Recommended Multi-Use Trails in the Antioch-Priest Lake Community Area

In addition to the greenways discussed above, which serve the dual purpose of providing a path and protecting natural features, several multi-use paths which are not associated with specific natural features are proposed for the Antioch-Priest Lake area. A multi-use path is a path that is physically separated from motor vehicle traffic by an open space or barrier, and is shared by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers. The separation from the roadway should be at least six feet. A multi-use path can be a good alternative when providing sidewalks and/or bikeways on both sides of a street is unfeasible.

The following multi-use paths are recommended for Antioch-Priest Lake along various roadways:

- A multi-use path along the new Harding Place extension.
- A multi-use path along Una Antioch Pike from Blue Hole Road to Murfreesboro Pike.
- A multi-use path along Rural Hill Road from Mt. View Road to Murfreesboro Pike.
- A multi-use path along Mt. View Road from Una Antioch Pike to Rural Hill Road with a small portion on Mt. View Road from Baby Ruth Lane to Crossings Boulevard.

These multi-use paths, while they do connect with the parks and greenways system, serve pedestrian and bicycle transportation needs in the Antioch-Priest Lake area because they are recommended in areas that lack these facilities. As such, they are discussed in detail with respect to their connection to the rest of the transportation system in Chapter III, Transportation Plan. The Antioch-Priest Lake Plan recommends that these additional non-vehicular pathways be added to the Parks Master Plan. See Figure 31 for all planned and recommended multi-use greenways and multi-use paths.

### Utility Line Easement Opportunities in the Antioch-Priest Lake Community Area

Utility line easements in the Antioch-Priest Lake Community present further opportunities for trail system development.

Cooperative efforts with the easement owners are needed to develop such trail systems, which exist in other parts of the country. Further study of the opportunities presented in these easements is recommended as an ongoing implementation effort and is discussed further in Chapter V, Implementation.

### Parks and Open Space

As of August 2012, there are six existing public parks within the Antioch-Priest Lake area, including the new park and community center at Hickory Hollow, that cover approximately 935 acres and range from small neighborhood parks to large regional parks. There are also additional recreational facilities, including soccer parks, mountain bike trails and state parks, in the area that provide over 2,500 additional acres of park space.

The Parks Master Plan establishes a park Level of Service (LOS) for each planning community in Nashville, including the Antioch-Priest Lake Community. The LOS is based on the standards established by the National Recreation and Park Association. The recommended LOS for neighborhood parks in the Parks Master Plan is two acres for every 1,000 residents; mini-parks are one-half acre for every 1,000 residents; and for community parks a maximum of five acres for 1,000 residents. In establishing LOS, the Parks Master Plan identifies the Current LOS (based on the year 2000 population figures) and the Future LOS for parks

(based on projected population figures for the year 2020). Much of the Antioch-Priest Lake area has been identified as having a park deficit of being located greater than one-half mile from an existing park facility. Based on 2006 population estimates, Antioch-Priest Lake had a deficit in neighborhood, mini, and community parks and a surplus in regional parks. It is projected that by the year 2020, Antioch-Priest Lake will continue to have a deficit in neighborhood, mini, and community parks and will also have a deficit in regional parks.

The Parks Master Plan also has established a service radius standard that addresses the area that the park is intended to serve (see Figure 34 below).

**Figure 34: Metro Parks Master Plan Service Radius Standards**

Facility	Service Radius Standard
Regional Park	30 Minute Drive
Community Park	½ to 3 miles
Neighborhood Park	¼ to ½ mile
Mini-Park	<¼ mile
Greenway	2 miles
Special Facility	Variable

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In the Parks Department's update to the Parks Master Plan in 2008, amendments were included to provide a community center and two neighborhood centers in the southeast portion of the county as well as mountain bike development and additional skate facilities.

### Existing and Planned Parks and Open Space in the Antioch-Priest Lake Community – Parks Master Plan

#### Mini-Parks/Pocket Parks

Mini-parks are generally located in denser urban settings where there is limited acreage for park or open space development. These types of parks are typically less than five acres and may include urban plazas, playgrounds, and other small-scale open spaces. As of August 2012, there are no mini-parks in Antioch-Priest Lake, which creates a deficit. It is estimated that by the year 2020, the Antioch-Priest Lake area will continue to have a deficit of mini-parks. The appropriate amount of land dedicated to mini-parks is determined by measuring how much parkland is available in relation to the number of people living in the Antioch-Priest Lake area. Therefore, there are opportunities for additional mini-parks in Antioch-Priest Lake. The recommendation for mini-parks is that they be provided as part of new residential and mixed-use developments that are built in the Antioch-Priest Lake area.

#### Neighborhood Parks

Neighborhood Parks are generally designed to serve immediate surrounding neighborhoods and are between five and 20 acres. These types of parks typically include playgrounds, tennis or basketball courts, ball fields and sitting areas for passive recreation.

Antioch Park, located on eight acres along Blue Hole Road, includes a neighborhood community center with a playground and picnic areas, and a segment of the Mill Creek Greenway along with a trailhead. Trails loop around the park, along Mill Creek, and around the adjacent Antioch Middle School which is across the street. No additional improvements to the existing park are currently planned.

There is a 22-acre property referred to as "Southeast Park". The proposed park is located on Preserve Boulevard, just north of the subdivision The Preserve at Old Hickory on Old Hickory Boulevard. The property was given to Metro Parks by the subdivision developer. The property contains steep slopes and woods. In the future, Metro Parks expects to create hiking trails on the property as a neighborhood amenity.

#### Community Parks

Community Parks are designed to serve several neighborhoods and typically focus on providing intensive active recreational facilities. They are typically between 20 and 50 acres and may include tennis and basketball courts, soccer or football fields, and community centers that include indoor gyms.

Una Recreation Park is located on Smith Springs Road. Its 25 acres contain two football fields, two multi-purpose fields, two baseball/softball fields, a playground, a picnic shelter, and a skateboarding area. The park also houses the Una Recreation Center (URC), a non-profit corporation dedicated to the development of community youth, which provides cheerleading and football recreational opportunities. URC also owns a building containing offices, meeting rooms and equipment storage.

The Hickory Hollow Park and Community center, is the community's most recent park development, and was underway during the Antioch – Priest Lake Community Plan Update. The park and community center is located in the former J.C. Penney's building on the north side of the Hickory Hollow Mall. The project includes a regional community center and 2.6 acre park as well as a new, larger library. The 30,000 square foot regional community center is expected to include a gymnasium, fitness center, multi-purpose room, and other amenities.

#### Regional Parks

Regional Parks provide large undisturbed tracts of land that are important for the protection of wildlife habitats and ecological communities. They also provide active and passive use recreation experiences including hiking, cycling, horseback riding and picnicking.

Seven Oaks Park is a large 73-acre park located in the heart of the neighborhood at McGavock Pike and School Lane. The park offers picnic areas, youth and adult baseball fields, a softball field, three tennis courts, a playground, a disc golf course, and both wooded and grassy areas.

Hamilton Creek Park, located off Bell Road adjacent to J. Percy Priest Lake, is owned by the state but is leased by Metro Parks. It is 790 acres and contains access to the lake, boat launches, hiking trails, a playground, picnic areas, a beach area, and a popular sailboat marina. Hamilton Creek Park also maintains a BMX race track and an extensive system of mountain bike trails for more experienced riders. The trails go under Bell Road to other sections of the park, where additional trails traverse 3.3

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miles of cedar glades and limestone rock outcroppings, and 7 miles of trails that climb through woods and meadows.

Ezell Road Park is located along Harding Place. All together, the property is approximately 163 acres, but that includes land used for the Sheriff's facilities and Metro Animal Control. There is a greenway segment and trailhead located at the park. There are some grassy, open areas but most of the park land is used for soccer by the Metro Soccer, the city's Premier Development League soccer team.

The Metro Soccer Complex, located on Donelson Pike, provides 64 acres for soccer league play. There are five adult soccer fields and four youth soccer fields that are used for organized league play and are not open for general recreation.

### Metro Schools - Parks

Metro Parks, in partnership with Metro Public Schools, often utilize the open space that is part of existing elementary school properties as a cost efficient method to improve community access to parks in underserved areas. In the Antioch-Priest Lake area, five Metro School sites with green space are designated as park land for public use; Glenview Elementary, J.E. Moss Elementary, Lakeview Elementary, Mt. View Elementary, and Una Elementary Schools. Glengarry Elementary School is planned to become a joint park-school use facility in the third phase of the Parks Master Plan. Currently, Metro Schools is seeking land in the southeast for new schools. Metro Schools should coordinate with Metro Parks as there may be additional opportunities to accommodate school and park functions on shared land.

### State Parks

The Antioch-Priest Lake area also has portions of J. Percy Priest Lake, three of the lake's recreation areas, and Long Hunter State Park. The recreation areas, including Anderson Road, Four Corners and Smith Springs, contain over 700 acres with lake access, swimming areas, boat ramps, marinas, camping, picnic areas, grilling areas, and trails.

The Anderson Road Recreation Area, considered the most popular day use area at Priest Lake, includes a campground, a swim beach, boat ramp, picnic facilities, a gazebo, play areas and a 1.2 mile paved fitness trail that traverse a cedar glade area beside the lake. When all available parking spaces are full, it is necessary to close the park to additional users until parking spaces are available.

The Smith Springs Recreation Area receives a large amount of

boat launch traffic due to its proximity to nearby residents who visit the lake. The area also includes picnic facilities and grills.

The Four Corners Recreation Area contains the Four Corners Marina. The area used to also contain 30 picnic sites, a picnic shelter, and parking spaces for public shore access. However, this portion of the area was closed to the public in 2004 due to low public usage and needed infrastructure repairs.

Long Hunter State Park, comprised of 2,600 acres, is located along the eastern shore of J. Percy Priest Lake and contains swimming, boating, picnic areas, fishing, and several hiking trails. Trails include self-guided nature trails, popular short walks, two four-mile trails, a six-mile trail, and an 18-mile mountain bike trail. The park also provides recreational programs and environmental education programs.

The Mt. View Cedar Glade Natural Area, along Mt. View Road, includes a short trail that allows people to view the unique habitat of Middle Tennessee's cedar glades. Limestone cedar glades are endangered ecosystems, many of which have been severely damaged by human habitation. According to Middle Tennessee State University's Center for Cedar Glade Studies, cedar glades support highly specialized plant communities, some of which are found nowhere else in the world. Cedar glades are characterized by very thin soil and exposed, rocky patches that are surrounded by red cedar trees. Limestone rock, which allows water to penetrate, forms part of the topography of cedar glades. Over time, erosion forms sinkholes on the surface along with subterranean waterways. Beneath the glades, the underlying cave network is also home to several extraordinary cave organisms.

### Recommended Parks and Open Space for the Antioch-Priest Lake Community

Metro Parks is committed to acquiring land, building and programming new open space facilities in the Antioch-Priest Lake community. One important project underway (as of August 2012) is the new community center and park at the Hickory Hollow Mall. The project is expected to be open in late 2013 and will contain a regional community center and a 2.6 acre park (converted from parking areas). Metro Parks is also working to acquire land in the Smith Springs Road area to build another community center and park in coming years.

The Antioch-Priest Lake Community Plan recommends several properties that may be suitable for the area's open space network. These properties are shown in orange on Figure 31, the Open Space Plan Map, and total over 600 acres. Some of

these properties are suitable for neighborhood parks because they are smaller properties that generally serve the immediate neighborhood within a quarter-mile walking distance to a short half-mile driving distance. The neighborhood parks should be designed to contain activity generating components (i.e. playground, community garden, etc.) and should be located near active uses to provide safety for users and to encourage continuous use of the park. Larger properties are suitable for community parks. Community parks are generally drive-to facilities so their specific locations need to be accessible to users arriving on foot, by bicycle, and by motor vehicle.

Dog parks were mentioned by participants during the plan update process. Specific locations discussed as potential places for dog parks are the new park at Hickory Hollow, a potential open space area in Nashboro Village adjacent to the pond, and as part of any new community center on the east side of Murfreesboro Road.

### **Additional Open Space – Community Gardens and Civic Land Uses**

Antioch-Priest Lake community members also expressed interest in community gardens in addition to traditional open space and parks. Community gardens are generally an ideal use for underutilized land in urban communities; a community garden repurposes vacant and often blighted property and provides access to healthy food. Vacant and blighted properties are not prevalent in suburban communities; therefore other appropriate settings for community gardens include schools, churches, or as amenities within planned residential and mixed use communities. In these suburban contexts, community gardens can still provide greater access to healthy food.

In Antioch – Priest Lake, existing community gardens are part of the Glenview Elementary School campus and the Antioch High School campus. The Parks Master Plan recommends identifying vacant parcels in densely populated neighborhoods and working with residents, non-profits, and other grassroots organizations to develop and maintain community gardens. The Parks Master Plan also recommends utilizing portions of existing or future neighborhood parks as community gardens.

In addition to Metro Parks and Metro School park land, which are labeled with Open Space Community Character Policy (OS) in the community plan, there are civic uses such as libraries and cemeteries that are also labeled OS. If the uses on these properties were to cease, it is recommended that all or a section of the property remain in public use as open space. Meanwhile,

areas that may be appropriately used as open space in the future are labeled Potential Open Space (POS). Guidance for each of these areas is found by reading the Open Space and Potential Open Space Community Character Policies and by reading the specific Community Character Policy Areas in Chapter II.



## CHAPTER V: IMPLEMENTATION

### Introduction - Implementation

The Antioch-Priest Lake Community Plan will be implemented through the efforts of numerous stakeholders. While Metro Planning Department staff will use the Antioch-Priest Lake Community Plan to provide guidance on future zone change and subdivision decisions, community stakeholders can also use the document to champion development projects that meet the vision and goals of the Antioch-Priest Lake Community Plan and to seek funding for community-led implementation projects.

The Antioch-Priest Lake Plan is primarily implemented as private property owners make the decision to rezone or subdivide their property. As they decide to develop or redevelop their land, the Community Character Policies in the Antioch-Priest Lake Community Plan provide guidance on how that development or redevelopment should take shape. As a result, much of the change proposed in the Antioch-Priest Lake Plan is market-driven – when individual property owners decide that the time and market are right for development or redevelopment, they take action, which is guided by the Community Plan.

There are, however, many recommendations in the Antioch-Priest Lake Community Plan that can be implemented outside of private development with the initiative of community stakeholders – residents, business owners, property owners, institutional representatives, and elected and appointed officials. These stakeholders can use the guidance in the Antioch-Priest Lake Community Plan as a starting point in pursuing grants for a variety of projects, such as streetscape improvements.

Stakeholders could also use the data in the Antioch-Priest Lake Community Plan to “pitch” their community to new businesses and residents, highlighting Antioch-Priest Lake’s many assets. Finally, stakeholders can use information in the Antioch-Priest Lake Community Plan to track proposed public-sector projects, such as improvements to parks, additional greenways, school renovations and street connections and/or improvements.

### Interpreting the Implementation Chapter

The purpose of this chapter is to describe the standard tools involved in the implementation of this plan. Whether creating a suburban mixed use center, preserving environmentally sensitive features, or building new infrastructure, the Antioch-Priest Lake Community Plan provides clear guidance for future development, redevelopment and preservation through the Community Character Policies and associated special policies found in Chapter II. Chapter V explains how to implement the Antioch-Priest Lake Community Plan’s vision, goals and objectives by identifying stakeholder responsibilities and appropriate partnerships for the priorities identified by the community.

Chapter II of the Antioch-Priest Lake Community Plan lists goals and objectives based on community input on land use, urban design (site and building design), transportation and infrastructure. These goals and objectives, along with the ideal timeframe for their completion, are included in an Implementation Table found at



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the end of this chapter. The Implementation Table lists goals and objectives to enhance open space, neighborhoods, centers, corridors and transportation networks. The Implementation Table may also be used to prioritize, petition for, and track public and private investment in infrastructure projects that meet the community's needs.

### Implementing the Antioch – Priest Lake Community Plan: Private Sector Actions

The Antioch-Priest Lake Community Plan is primarily implemented as private property owners make the decision to rezone, subdivide or develop their property. Metro Planning Department staff will use the Antioch-Priest Lake Plan whenever a zone change or subdivision request is made within the Antioch-Priest Lake Community. When these applications are made by private property owners, they are reviewed by the Metro Planning Department and several other Metro Departments involved in the development process.

Metro Planning staff reviews the proposed zone change or subdivision request to see how well it conforms to the guidance of the Antioch-Priest Lake Community Plan and specifically the guidance in the Community Character Policy and any associated special policies. Metro Planning staff provides a recommendation to the Metro Planning Commission – a ten-member board of volunteers appointed by the Mayor and confirmed by Council – on subdivision requests and the Commission makes the final decision on subdivisions. Metro Planning staff provides a recommendation to the Metropolitan Planning Commission on zone change requests and the Commission makes a recommendation to the Metropolitan Council, which makes the final decision on zone changes. For development proposals that do not require a zone change or subdivision, the Antioch-Priest Lake Community Plan should be consulted by the property owner or developer, because it represents the vision of the community. The property owner or developer is not required, however, to follow the Community Plan if he or she is building within their current zoning. Antioch-Priest Lake stakeholders are encouraged to track development proposals and insist that the proposals honor the goals and objectives outlined in the Antioch-Priest Lake Community Plan. The relationship of the Antioch-Priest Lake Plan to other planning regulations and guidance is discussed in further detail below.

#### Zoning Regulations

One primary purpose of the Antioch-Priest Lake Community Plan is to serve as the guide for approval or disapproval of future zone change applications. The Zoning Code is Chapter 17

of the Code of the Metropolitan Government of Nashville and Davidson County, Tennessee. The Zoning Code regulates land use and how development occurs on a site. The Antioch-Priest Lake Community Plan outlines the vision for what future growth, development and preservation should look like in Antioch-Priest Lake, and zoning is one tool used to achieve that vision. While the Community Character Policies contained within the Antioch-Priest Lake Plan are not regulatory, zoning is regulatory with the force of law.

To ensure that the design objectives associated with the Community Character Policies in Chapter II are realized in new development, zoning is needed to make these objectives regulatory. Each Community Character Policy discussed within the Antioch-Priest Lake Community Plan has accompanying, recommended zoning districts that can be used to implement the design principles of that particular policy. In many residential policies, the typical base zone districts that allow residential development (R and RS zoning districts) are recommended, with additional design-based zoning districts recommended for multi-family developments to ensure higher levels of design. In center and corridor policies, design-based zoning districts are recommended to ensure higher levels of site and building design. Design-based zoning includes Specific Plans (SP), Urban Design Overlays (UDO), and Planned Unit Developments (PUD). In each type of design-based zoning, specific standards are established to provide certainty in site and building design that is tailored to the particular property in its particular context. These are the most powerful zoning tools to implement the Antioch-Priest Lake Community Plan.

#### Subdivision Regulations

The zoning district classification determines the types of uses and levels of density/intensity that will be allowed on a particular property. Meanwhile, the Subdivision Regulations of the Metropolitan Government of Nashville and Davidson County (Subdivision Regulations) control the pattern of development and how each lot relates to one another. Essentially, zoning decisions are a legislative decision made by the Metropolitan Council that confers development entitlements, while subdivision decisions are made by the Metropolitan Planning Commission. The Subdivision Regulations include standards for how property is divided as well as locations for streets and utilities, and provide patterns of development consistent with the types of uses and densities/intensities permitted in the various zoning districts.

The Subdivision Regulations were last updated in 2006. At that time, additional tools were added that allow for residential development that better reflects the rural, suburban and

urban neighborhoods found and desired in Nashville/Davidson County. Many of the planning principles incorporated into the Subdivision Regulations during that update are also found in the Community Character Manual and the Antioch-Priest Lake Community Plan. The Subdivision Regulations provide several options for implementing subdivision design with either a rural or suburban character. In rural areas, a Conservation Subdivision may be appropriate to preserve natural features, and to minimize the use of excessive infrastructure such as roads and sewers. As development becomes more intense in suburban areas, the Walkable Subdivision tool may also be appropriate because it facilitates the creation of walkable communities in more urbanized settings. The Walkable Subdivision tool would help to create improved pedestrian, bicyclist and vehicular connectivity in Suburban Transect areas, and in Suburban Neighborhood Maintenance and Evolving Policy areas. More information on these tools is provided in Metro's Subdivision Regulations.

The Community Character Policies and special policies found in the Antioch-Priest Lake Community Plan play a smaller role in future subdivision decisions than they play in future zoning decisions. That said, the Community Character Policies do play an important role in determining future road locations and infrastructure decisions that become reality when a new subdivision plat is proposed. Individual property owners and developers are still encouraged to consult the Antioch-Priest Lake Community Plan when proposing subdivisions, as the Plan represents the form of development that reflects the vision of the community.

### **Implementing the Antioch – Priest Lake Community Plan: Public Sector Actions**

#### **Capital Improvements Budget (CIB) and Capital Spending Plan (CSP)**

Metro Planning Department staff uses the Antioch-Priest Lake Community Plan in conjunction with other planning documents that guide public sector-led development projects such as building of streets, greenways, sidewalks, bikeways, parks and schools. For example, when Metro Planning staff is called on to give recommendations for the Capital Improvements Budget (CIB), Planning staff looks to the Antioch-Priest Lake Community Plan and the other thirteen Community Plans in Nashville/Davidson County for suggested projects.

The CIB is Metro Nashville/Davidson County Government's listing of proposed publicly-funded infrastructure projects. CIB projects range from street improvements (i.e. new streets,

widenings, etc.), to the creation of sidewalks and bikeways, to parks and schools. While the CIB lists all proposed projects, the Capital Spending Plan (CSP) is the final list of projects that are planned and funded for the subsequent six years. The purpose of the CIB and CSP is to identify short- and long-term capital needs; prioritize capital improvement projects; allow for the coordination of all projects in Nashville/Davidson County, ensuring more efficiency and cost savings; and to develop a financial plan for funding projects. The Metro Planning Commission makes a recommendation for capital improvement projects to Mayor, who proposes a CIB and CSP, which is considered and acted upon by the Metro Council. The CIB and CSP are prepared annually, and review of the Antioch-Priest Lake Community Plan by Metro Planning Department staff for prioritizing and proposing capital projects is an important recurring implementation task.

### **Implementing Complete Streets – Major and Collector Street Plan of Metropolitan Nashville**

The Major and Collector Street Plan (MCSP) is the primary tool used by Metro Nashville/Davidson County Government to guide public and private investment for the major streets (arterials and collectors) that make up the city's transportation system. The MCSP aims to increase the quantity and quality of new streets to meet a wide range of users, including vehicles, transit, bicycles, and pedestrians. In 2011, the MCSP was updated to include the concepts of Context Sensitive Streets and Complete Streets. As discussed in Chapter III, a Context Sensitive Street responds appropriately to its context whether rural, suburban, or urban, while having a Complete Street ensures that the needs of vehicles, transit, bicyclists, and pedestrians are considered in those specific settings.

Both the public sector and the private sector use the MCSP. The public sector uses the MCSP to evaluate street improvements and new streets provided through private sector development or public sector development. The public sector also evaluates and helps provide recommendations for improvements to streets with local and regional significance as part of the local and state budgeting processes, respectively. The private sector uses the MCSP when proposing new development to determine if any major streets need to be improved or provided. The MCSP also helps the private sector determine what elements, such as sidewalks, bike lanes, and planting strips, need to be provided and what the character of the street should be.

During the community plan update process, input about specific road improvements may inform changes to the major street designations in the MCSP for a specific community. As such, the

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MCSP may be amended after the completion of a community plan update. Metro Planning Department staff considers the recommendations of the MCSP for the community – in this case, the Antioch-Priest Lake Community – and simultaneously studies whether the recommendations of the MCSP should remain or be changed, given the community’s input and planning staff’s analysis on the role of arterial and collector streets in the area. As a result, staff may make recommendations on whether or not the MCSP should be amended to add, remove or modify recommendations on specific streets. In its recommendations to add or remove streets from the MCSP, Planning staff is essentially evaluating transportation impacts on the built and un-built environment, overall connectivity, and on providing multiple modes of transportation. Please refer to Chapter III, Transportation, for detailed information on the Antioch-Priest Lake Community’s Transportation network.

### Tracking Private and Public Sector Actions

Whether a subdivision or a zone change, Antioch-Priest Lake stakeholders are encouraged to track development proposals and insist that the proposals honor the goals and objectives outlined in the Antioch-Priest Lake Plan. There is a new online tool that makes tracking development proposals easier for the community. Titled the Development Tracker, the online tool tracks development proposals from application submittal to final approvals at Metro Planning Commission and/or the Metro Council. The tool can be found online at [www.nashville.gov/mpc](http://www.nashville.gov/mpc). On this page, click on the “Development Tracker” icon at the top of the page and follow the additional instructions.

### Implementing the Antioch – Priest Lake Community Plan: Community Actions

Antioch-Priest Lake stakeholders, including residents, business owners, property owners, institutional representatives, developers and elected and appointed officials, can be leaders in implementing the Community Plan. As discussed above, the primary product of the Antioch-Priest Lake Community Plan is the application of Community Character Policies, which are used to evaluate future zone change and subdivision decisions. There are, however, other goals, objectives and initiatives that are of interest to the community, beyond growth and development. These may include how to better unite a community for a shared identity and improve the overall look and condition of the community. While the growth and development of the Antioch-Priest Lake area may impact these issues, the community may want to take more immediate actions that have a more direct impact on these issues. For this reason, these initiatives are best

championed by the community.

During the community plan update process, Antioch – Priest Lake Stakeholders made clear that they were most concerned about Economic Development and Redevelopment of the Hickory Hollow Mall Area, balancing affordable housing with move up housing, and infrastructure investments throughout the community. Other popular recommendations included interest in Community Supported Agriculture (CSA), local farming and farmers markets. Therefore to help address these issues, the Antioch – Priest Lake stakeholders can engage in the following actions to create an environment that is welcoming to new business and public and private investment:

1. Support forthcoming improvements at the Hickory Hollow Mall (Nashville State Community College and Metro Nashville Park, Community Center, Library complex) and remain engaged in discussions surrounding redevelopment of the Mall property.
2. Work with local business groups (such as Crossing Nashville Action Partnership and the Nashville Chamber of Commerce) to promote infill development on vacant and underutilized ‘big-box’ sites surrounding Hickory Hollow Mall.
3. Encourage the use of unique funding sources for redevelopment (TIF, Business Improvements Districts) and implement community based marketing and branding.
4. Support the creation of more competitive housing market by encouraging residential development that has a mixture of housing types and amenities that appeal to baby boomers, young professionals, seniors, and growing families.
5. Support existing and innovative tourism options including support of J. Percy Priest Lake as a significant tourist draw, and nurturing of the growing urban agriculture trend within Davidson County and the Antioch-Priest Lake community.

The following sections provide additional insight on these recommendations through research and best practices. It should be noted that acting on some of these initiatives will require community organizing, creating effective partnerships amongst stakeholders, and locating funding sources to implement programs and accomplish goals. This is not a complete list of implementation ideas. Please find the complete list in the Implementation Table.

## **Redevelopment and Reinvestment of Suburban Malls, Big Box Retail, and their Unique Funding Mechanisms**

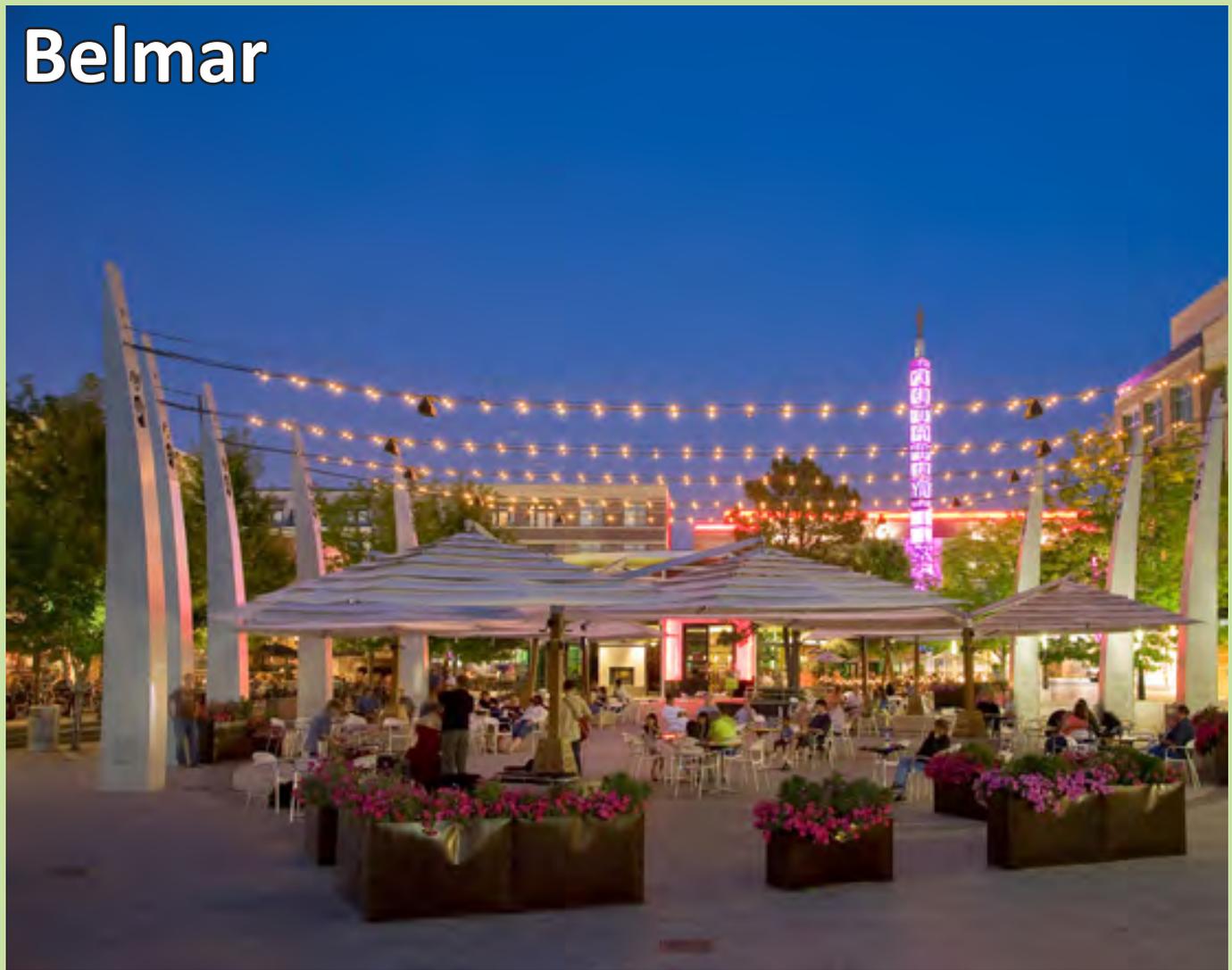
### **Suburban Mall Redevelopment – Hickory Hollow Mall**

Hickory Hollow was at the center of the economic development conversation during the Antioch – Priest Lake Plan update process. Many stakeholders wanted to understand why the mall was dying as well as solutions to repair and restore the Mall. Chapter I gave an in-depth analysis of the Mall’s challenges and dispelled some misperceptions as to its demise. It explained that the Mall’s struggle was a combination of local retail competition (malls opening within the Hickory Hollow’s Mall trade area), national economic issues (the recession caused by the housing and job markets), and local demographic shifts (a younger population and fewer wage earners). This overview also noted that Hickory Hollow Mall’s struggle was not unique to the Antioch – Priest Lake community. Rather, the demise of malls is a national trend and the Hickory Hollow Mall experience was a case of national trends playing out locally in a very public way.

Similar to Hickory Hollow Mall, other malls across the country faced the same fate; changing demographics, fewer shoppers, lost anchors, new shopping models that provided insurmountable competition. In many cases, the original malls were demolished or redeveloped. One model to remain competitive is to allow a mixed use product to replace the former mall. This mixed use product typically incorporates retail, office, and residential. In very unique situations, it may also include civic and educational uses and transit. The design of the revitalized “mall” is generally no longer enclosed, but pedestrian oriented with retail oriented onto streets, plazas and open space. Local examples of this pedestrian-oriented product include The Avenues in Murfreesboro and Providence Town Center in Mt. Juliet.

The Antioch – Priest Lake Community Plan examined the Hickory Hollow Mall site in various design scenarios to outline various redevelopment options. The range of redevelopment options included a low intensity suburban development with reuse of existing buildings, to a very high intensity urban development where the majority of the site was demolished, keeping only a few existing buildings. In all cases, investments that are underway by Nashville State Community College and Metro Nashville (Park, Community Center, and Library) remain and are included in any redevelopment on the site. The design scenarios were informed by the following case studies of dying malls that have made the decision to completely redevelop the site. Some of these case studies are included below.

The following case study examples include the name of the mall and its location (city, state), its original and new specifications, and the funding program for the project. In many cases, to make a redevelopment profitable, a public-private partnership was formed, and there was willingness from public and private partners to redevelop. Therefore, it should be noted that this type of redevelopment initiative requires financing options that would be the result of collaboration between private property owners, and local and perhaps the state level agencies. So, while public-private financing tools would be beyond the scope of this community plan and community level involvement, the following information can be seen as an educational reference for community members who wish to be included in a more broad conversation about redevelopment of the Hickory Hollow Mall site. The Antioch – Priest Lake Community Plan would provide guidance if any redevelopment of the Hickory Hollow Mall Site required changes in zoning.



**Belmar (Lakewood, Colorado)**

Belmar is located 15 minutes outside of Downtown Denver. It was a suburban mall with 1.4 million square feet on 106 acres. In 2002, it was demolished and replaced with a more walkable neighborhood center consisting of 960 thousand square feet of retail, 760 thousand square feet of office space, and 1,500 residential units. The site is also a stop for five different bus lines. The total construction cost was roughly \$421 million with \$500,000 spent on environmental clean-up because the site was a brownfield site (a vacant or underutilized site with perceived

or real environmental contamination).

The City of Lakewood financed this project through several different funding sources. Environmental Financing was provided by the Colorado Brownfields Revolving Loan Fund for \$1.9 million and by a Federal Brownfields Grant for \$110,000. The City of Lakewood is using property tax increment financing (tax revenues gained from increases in property values) to repay a portion of the mall, \$500,000 growing three percent annually, and also using two percent of the three percent sales tax at Belmar to repay bonds and the developer.



**City Center Englewood (Englewood, Colorado)**

The original Cinderella City Mall opened in 1968 and from 1974 to 1994 the site dropped from providing 52 percent of the city's sales tax revenue to only 2.6 percent of the city's sales tax revenue. Most of Cinderella City Mall's 55 acres was demolished and transformed into City Center Englewood. The new development included 300,000 square feet of retail, 50,000 square feet of restaurants, and 440 residential units. The remainder of the 800,000 square feet total is used for the city's civic center which includes offices, a library, municipal courts,

and an arts center. The center also includes a two acre public plaza and a light-rail train station.

The total cost for City Center Englewood was roughly \$36 million. Englewood approached this development by sourcing out the costs to different organizations. The City of Englewood invested \$19 million of the cost and the Regional Transportation Organization invested an additional \$5.7 million. Private residential, retail, and commercial development and investment covered the remaining redevelopment costs.



**Crenshaw Plaza (Los Angeles, California)**

Crenshaw Plaza is located in Baldwin Hills, a diverse but underserved community in Los Angeles California. Crenshaw Plaza was purchased by developers Capri Capital Partners LLC for \$136 million. The company invested \$30 million to renovate the existing mall. The mall is anchored by a Sears, Macy's and the nation's only three-story Wal-Mart. The anchor retailers, in addition to the smaller retailers in the mall, have created jobs for roughly 1,000 community members. This effort was a private investment venture with no public funding.

This mall was able to preserve its anchor tenant while repurposing vacant and underutilized space in the mall. The developer added civic and educational uses such as a private dance studio, weekly farmers market, and a renovated community room to the retail tenant mix. Underutilized space within the Macy's was repurposed and its second and third levels are now dedicated to a museum of African – American Art, and a senior center respectively. Therefore while it was not a complete redevelopment, this project is a good example of mall reinvestment and unique strategies such as mixing non-retail uses with existing retail.



**100 Oaks Mall – Vanderbilt (Nashville, TN)**

Similarly, a local example also excelled at redeveloping a mall with retail and civic and public benefit uses. The Vanderbilt 100 Oaks located three miles south of Downtown Nashville was first in 1967. It was successful until 1983 and after six years of inactivity the mall reopened in 1989, but never returned to its original success. In 1995, a large development company redeveloped the center as an outlet mall and introduced big box stores around the perimeter of the 850,000 sq. ft. mall.

In 2006 ATR Associates purchased the mall for \$49.2 million, which was followed by Vanderbilt University Medical Center signing a long-term lease in 2007 for over half of the mall's available space. Vanderbilt invested \$99 Million and built medical clinics and offices within the existing 100 Oaks Mall. The speculated value of the 100 Oaks Mall is over \$100 Million and is expected to bring over \$120 Million if ever sold. The mall currently has 99% occupancy, and is turning a monthly profit.

100 Oaks Mall has been a catalyst for redevelopment around the area. Part of this success can be attributed to its unique blend of

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office/medical and retail uses, which allow patrons coming for treatment to utilize the retail as well.

### Suburban 'Big-Box' Retail Redevelopment and Reinvestment

The redevelopment of the Hickory Hollow mall site was a priority during the Antioch – Priest Lake Community Plan update process; however questions regarding surrounding, existing vacant big-box retail stores also came up during the process. Many stakeholders questioned what could be done with this existing retail space, particularly retail space of that size.

A big box site is, by definition, big. "Big-box" can be characterized as a single use retailer, measuring 50,000 square feet or more. The Urban Land Institute (ULI) reports that there was a nearly tenfold increase in U.S. retail space, between 1960 and 2000, with the allocation of retail space growing from four square feet per person to 38 square feet per person. It could be assumed that big-box retail accounts for a large portion of that retail space. Antioch was at the forefront of this retail boom and over time, saw an influx of large scale retail development. Today, however, this surplus of retail space combined with the economic recession, retailer downsizing, and increases in online shopping has created a new shopping environment and big-box retail is a less common fixture in this new retail market and many big boxes sit vacant.

To accommodate these changes, the Antioch – Priest Lake Community Plan has embedded within its land use policies, best practices for successful big-box redevelopment, many of which were borrowed from successful efforts from across the U.S. Many big-box retail buildings are either repurposed for other uses, or the sites are completely redeveloped into mixed-use centers. To implement the latter, the Congress for the New Urbanism (CNU) direct that an emphasis on public spaces, high percentage of lot coverage, buildings with entrances directly on public streets, small, walkable blocks, and a high degree of connectivity within and to the surrounding area are crucial to ensuring a successful mixed-use town center.

Where redevelopment of an entire site is not feasible, big-box structures are repurposed for singular uses. In many cases the structures remains the same, with improvements to the site's aesthetics, or with strategic infill around the perimeter of the site. Single-use redevelopment may be residential, commercial/office or civic. Often, the need for suburban retail declines because of competition from new retail within the trade area. A big box site provides ample space and could accommodate multiple residential buildings. Additional housing built on vacant big box sites helps to support the remaining retail and preserves nearby neighborhoods, by adding multifamily development on

prominent corridors rather than imbedded in neighborhoods. Big box properties are also viable as employment centers, service centers and civic uses. In Ankeny, Iowa, a Wal-Mart building has been reused as medical clinics and urgent care. In Memphis, a big box store has been converted into a charter middle school and high school. Several big box stores in Antioch have been repurposed by faith communities. Repurposing big box stores and big box sites with viable and thriving uses helps to stabilize a community, provide economic development and services, and create a sense of place.

Adaptive reuse and new improvements to a big box building may be an appropriate interim use, but is less effective than redevelopment of the entire building or site.

### Conclusion

Redevelopment of big box retail sites and suburban malls is not unique to Antioch - Priest Lake or Nashville; this is occurring throughout the U.S. In earlier examples, it was shown that successful redevelopment of mall sites or other big-box sites would involve millions of dollars in investment, and in many cases, public-private partnerships. National trends also show that successful redevelopment occurred with more flexible zoning and land use regulations, improved transit, and infrastructure improvements.

To demolish the Hickory Hollow Mall, it could cost roughly \$2.8 million (based on demolition costs at \$4 per square foot). With that figure in mind and the understanding that redevelopment of suburban sites takes creative solutions, public – private partnerships with the use of grants, tax increment financing, or other creative funding methods are warranted.

### Unique Funding Sources for Redevelopment and Reinvestment

In order for successful redevelopment to take place, a combination of public/private investments, community marketing/branding, and innovative funding strategies need to be implemented. These are discussed in greater detail below. A successful combination of marketing/branding, community involvement, public/private investment and innovative funding strategies will create a bright future for the Antioch - Priest Lake Community.

### Public/Private Partnerships

Public/Private Partnerships can create a tremendous amount of value to a project and are necessary in some cases to facilitate future growth in an area. Any vacant or underutilized land within the community can be successfully redeveloped through sharing the cost of improvements. Public investment, in many cases, can be utilized to improve infrastructure, creating a catalyst for private development to move forward. The infrastructure investment by the city would incentivize private development, creating benefits to the city in the long term via property taxes. The increased revenue from new property taxes can then be re-invested in the community for the next private development project.

### Assessment District Funding

A business improvement district (BID) is a public/private partnership where a group of property owners agree to make a collective contribution to a general fund for improvements in the district. The BID is an attractive funding mechanism because it provides dedicated funding for infrastructure improvements, streetscape improvements, trash collection, and district marketing /branding. These collective improvements can strengthen a district's ability to attract new commerce and increase revenue for businesses. The process includes a formal evaluation that establishes the appropriate assessment level based on the type of uses provided within the district. This determines the annual contribution for each business and the annual distribution of funds to the district. Assessment districts require the participation from the majority of property owners within the identified district boundaries. A business improvement district within the community would be an effective funding tool to promote growth and development in the area.

The area known as The Crossings has a tool that is similar to a BID only its assessment requirements were created through private



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property agreements and deeds. Assessments in The Crossings help cover the upkeep of common areas, maintenance, and aesthetics. Another local example of this system is Metro Center; it too was created through private property agreements. The Nashville Downtown Partnership is a traditional business improvement district whose assessments cover safety services and marketing/branding.

### Tax Increment Financing (TIF)

TIF financing is typically focused in areas with high unemployment, underdeveloped or underutilized land. Projects are publically financed to promote development growth and the increased tax revenue generated by new development (the increment between the old revenues and new revenues) is then used to pay the bonds for the public financed portion of the project. One way of introducing TIF financing is through the Metropolitan Development and Housing Agency (MDHA). MDHA can establish a TIF district in areas of high unemployment, poverty, or blight and then allocate funds for infrastructure/building improvements to incentivize growth. The Metro Industrial Development Board can also establish TIF districts to encourage economic development. Another approach would be to create a TIF District through the Industrial Development Board which identifies and establishes Economic Impact TIF Districts. In both cases, the amount of TIF financing that is provided is based on the value of private development that is being proposed. Traditionally, viable development projects that provide direct public benefit are the most attractive projects for TIF funds.

### Other Tax Incentive Tools

In addition to TIF, other traditional tax incentives may also be used to help spur redevelopment. In South Carolina, the South Carolina Big Box Bill –The Retail Revitalization Act enabled property/income tax credits to be issued for rehabilitation of eligible big-box retail sites. The bill provides tax credits for expenses associated with rehabilitation of big-box retail sites with a 40,000 square foot threshold; sites that are 25,000 may also be eligible with county approval. A taxpayer who improves, renovates, or redevelops an eligible site can receive either a property tax credit equal to 25 percent of rehabilitation expenses or a credit against state income taxes equaling 10 percent of rehab expenses.

### Community Based Marketing / Branding

While outside funding sources is key to approaching

redevelopment, the community can work to brand an area to make it more attractive for private investment. Community based marketing and branding can send a message that a strong consumer base exists; a consumer base that would support local as well as national businesses.

Much like marketing for commercial businesses, the community can utilize similar strategies to promote and highlight the amenities available within the Antioch - Priest Lake Community. Marketing and branding gives the community significant exposure and economic advantage over other areas of town competing for jobs, economic development, and improved community facilities.

Branding is a very broad term. It can simply involve the creation of local slogans and graphics that promote the community or it could be as intricate as influencing the emotional experience of visitors through an established community vision. In either case, the first step in creating a “brand” for a community is to identify the assets to emphasize. This establishes a basis for what amenities are available and what the community is able to market. The next step is packaging all the creative branding ideas into tangible products. This results in consistent communication of the “community brand” through art, logos, public ads, websites, social media, and word of mouth.

Community groups are the best institutions to create and



deliver a branding package for their respective areas within the community. During the Antioch – Priest Lake community plan process, the group CNAP (Crossings Nashville Action Partnership) began a successful effort to rebrand the area south of Hickory Hollow Mall. CNAP has created new signage and logo schemes for The Crossings, and looks forward to implementing many of the associated aesthetic improvements soon. CNAP has also been an advocate in promoting vacant and available properties in the Hickory Hollow / Crossings areas. This is a much needed service considering the amount of vacant retail space in the area.

#### **Creating a Competitive Housing Market**

In addition to retail, housing was also a significant concern for Antioch – Priest lake stakeholders. Stakeholders in the community expressed the need for a more balanced housing market. Currently the area has affordable housing or attainable housing - housing that is attainable by a mass majority of buyers. Attainable housing applies to all buyers and it speaks to a buyer's ability to enter and graduate to higher levels of the local housing market. The latter component – graduating to higher levels of the local housing market – is a missing segment in the Antioch – Priest Lake housing market. “Move-up housing” is but a small portion of the housing market in this community. Also lacking is housing product and neighborhoods that cater to mixed-incomes and ages. The discussion below explains on a basic level, how to create a housing market that includes all market segments (attainable and graduated housing choices), and what Antioch – Priest Lake stakeholders can do to support it.

#### **Existing Housing Conditions**

Housing in the Antioch – Priest Lake community consists of mostly of suburban housing development from the 1950's and 1970's. In Antioch – Priest Lake's older suburban neighborhoods there is a good housing mixture, with well-connected streets, and smaller to mid-sized homes. In these areas, however home values fall just under or below \$100,000. Suburban areas moving further south see home values over \$100,000. In all cases, the neighborhoods lack connectivity with commercial and retail services and open space. There is little walkability, and driving is the primary mode for getting to amenities and services. Previous versions of the Antioch – Priest Lake community plan encouraged a more complete neighborhood form; walkable neighborhoods with a mixture of housing, and access to open space and retail. Some attempts at creating complete neighborhoods were made, but many residential developments and proposals consisted of one particular building type, and no retail or open space component.

#### **Housing Conditions in the Future**

Today, the housing market is demanding complete neighborhoods that appeal to baby-boomers, young professionals, and growing families. Population trends and forecasts have revealed that the Baby Boomer and Generation Y populations will be the two most prominent population segments by 2040 and will put added demand on the existing housing market. Both population segments will have specific and similar housing needs in the future - Baby Boomers will be looking to downsize to housing

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with less maintenance, that encourages social interaction, and that has more amenities. Generation Y may also be seeking similar housing, but with additional social amenities (e.g. retail, entertainment). Generation Y will also most like rent a home rather than purchase.

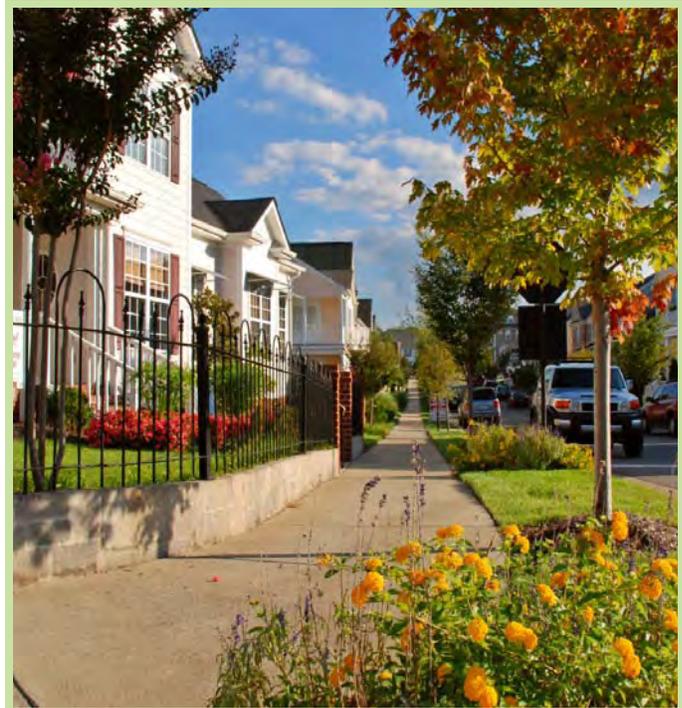
Other trends that may affect the housing market in the future include the decreasing sizes of families; by 2040 only 23 percent of homebuyers will be traditional families (two parents and children) as compared to 48 percent in the 1960's. Smaller families may also demand smaller homes with less maintenance, more social interaction and amenities. Families that lost homes during the recession will also be looking to rent before buying again. As a result, banks are lending less for traditional single family development and are lending for what the market is demanding – multifamily and mixed housing/mixed use development.

During the Antioch – Priest Lake Housing and Open Space community meeting, housing experts suggested that Antioch – Priest Lake has an over-supply of single family homes in a form that is undesirable. Therefore, to remain competitive with what exists on the market, new housing should be in a traditional neighborhood form similar to local examples, Lenox Village in Nashville and Providence in Mt. Juliet.

### Housing Market for a Changing Demographic

Given its location in a fast-growing area of the Middle Tennessee region, the Antioch – Priest Lake community will remain attractive for new residential development. The key is to remaining competitive and honoring the community's desire for more "move up" housing is to demand housing that meets changing market demands. Additional housing will be needed to support new residents and existing residents looking to remain in this housing market, but perhaps in a different housing type. To support new and existing buyers, Antioch – Priest Lake stakeholders should consider higher density housing that is strategically located and well designed. Computer modeling completed by the Metropolitan Planning Organization (MPO - the Middle Tennessee regional transportation and long range planning agency) reveals that higher density housing will still be needed within the Antioch – Priest Lake community. If the community supports higher density housing in appropriate locations, rural areas and lower density suburban areas could be preserved. Providing mixed housing in areas like The Crossings, Hickory Hollow Mall, and along the Murfreesboro Pike corridor, will accommodate those buyers looking to downsize, or enter the housing market with low risks (i.e. rental properties and properties with less maintenance). The community plan supports a mixture of housing in these locations, and also in

a more comprehensive mixed use community, similar to a Lenox Village. New residential development should trend towards having better connectivity to open space, services and amenities.



### Supporting Existing and Innovative Tourism – J. Percy Priest Lake and Innovations in Agri-tourism

Many communities are taking advantage of the growing agri-tourism (tourism focused on agriculture activities) and urban agriculture trends. In Antioch – Priest Lake, the urban agriculture trend has taken grasp in rural and suburban areas just west of Interstate 24 in the Cane Ridge community. A local farmers market is also in the works, as is a Global Market whereby ethnic foods and goods will be the focus.

Meanwhile, J. Percy Priest Lake also continues to be a major tourist attraction in the region. By nurturing the growing urban agriculture scene and continue to supporting the existing J. Percy Priest Lake, Antioch – Priest Lake may continue to see future economic benefits from both activities.

#### Community Supported Agriculture (CSA)

Promoting community and small family farms enhances the quality of life in communities in rural, suburban and urban areas. Without local farms, there is no local food production. Even though the land may not be open to the public, farmland is green space and contributes to environmental quality by providing habitat and food for wildlife, controlling flooding, protecting watersheds and wetlands, and maintaining air quality. Farmlands can absorb and filter stormwater and recharge the groundwater.

Farmland is critical to protecting and promoting regional food systems. More and more urban areas want to ensure there is a source of high-quality, healthy, local food. Supporting local farms not only does this, but it also provides farmers a stable and higher paying market. Farmland contributes to the local economy through sales, job creation, and support services. Locally produced food is more nutritious and less costly than food that has been transported from distant regions and other countries.

Over the last 20 years, CSAs have become a popular way for consumers to buy local, seasonal food directly from farmers and to support local farms. A CSA is a partnership between a farm and a community of supporters which provides a direct link between the production and consumption of food. Supporters cover a farm's yearly operating budget by purchasing a share of the season's harvest. CSA members make a commitment to support the farm throughout the season, and assume the costs, risks and bounty of growing food along with the farmer. Members help pay for seeds, fertilizer, water, equipment maintenance, and labor. In return, the farm provides a healthy

supply of seasonal fresh produce throughout the growing season. Becoming a member creates a relationship between people and the food they eat, the land on which it is grown, and those who grow it. The Local Harvest organization provides information on local farms, CSAs, and other fresh food items. Several CSAs are located in the Middle Tennessee area and can be found at [www.localharvest.org](http://www.localharvest.org)

The Antioch-Priest Lake area has a CSA located at the Homeplace Farm on Old Franklin Road/Cane Ridge Road. The farm has been designated a "Tennessee Century Farm," meaning it has been owned and farmed by the same family for at least 100 years. Five generations of the Turner family have lived and worked on the farm. In the summer, the farm sells fruits and vegetables, and in the fall, it has a pumpkin patch and celebration. There are not many working farms left in the area, so this farm is a great community asset. For more information on the Homeplace Farm, please refer to: [www.thehomeplacefarmtn.com/](http://www.thehomeplacefarmtn.com/).

#### J. Percy Priest Lake and its Economic Impacts

In its entirety, the J. Percy Priest Lake Reservoir's (Percy Priest Lake) water and land area cover 33,000 acres – 14,000 acres of water and 19,000 acres of land – with 212 miles of shoreline. Portions of the 42-mile long Percy Priest Lake are located in three Middle Tennessee counties – Davidson (57 percent), Rutherford (42 percent), and Wilson (1 percent) – in an area of gently rolling hills, open fields and picturesque bluffs. The lake is named in honor of James Percy Priest (1900-1956), a Tennessee teacher, coach, reporter, and U.S. congressman.

The U.S. Army Corps of Engineers began construction of Percy Priest Lake in June 1963 and concluded it in December 1967. Percy Priest Lake was created primarily for the purpose of recreation, the first Army Corps project in the nation to do so. Additional purposes are flood control and hydroelectric power production, using the flow of the Stones River. Percy Priest Lake offers a variety of recreational opportunities, including fishing, swimming, boating, camping, hiking, and hunting. Due to the diverse demands of its market area, Percy Priest Lake's recreation areas vary from highly developed commercial operations, like marinas, to primitive camping areas. Percy Priest Lake is easily accessible, and most visitors to the lake come from Nashville and the surrounding counties. In addition to recreation, Percy Priest Lake provides municipal water supplies to Smyrna, LaVergne, and Murfreesboro and provides land for wildlife and fisheries management. Five commercial marinas, including Nashville Shores, are operated by private entities along Percy Priest Lake.

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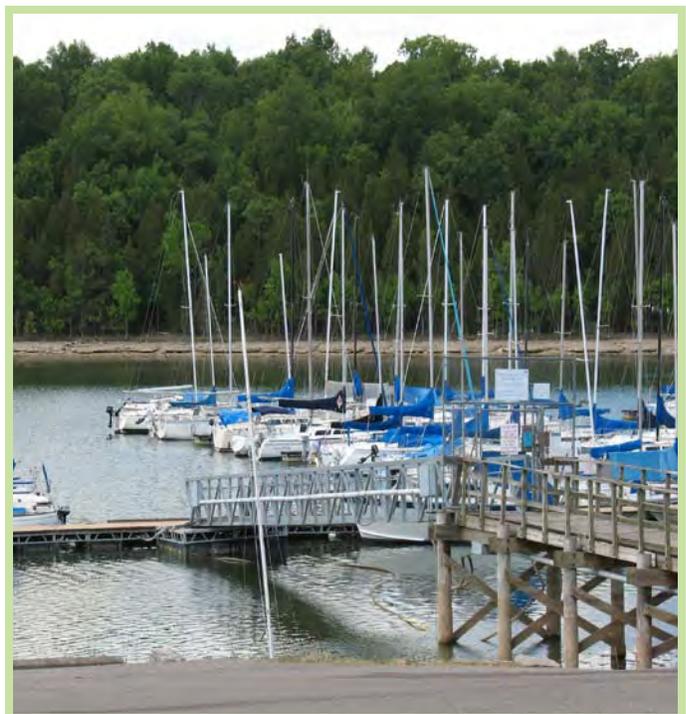
Visitors to Percy Priest Lake average 6.5 million persons annually, making it the sixth most visited Army Corps area in the country. Based on economic impact studies, 120 million dollars in economic benefits to the area were generated in 2011 from visitors. Percy Priest Lake's recreation areas total over 6,800 acres. In the Antioch-Priest Lake community, recreation areas include Anderson Road, Smith Springs, and Four Corners.

The Army Corps' stewardship of the land and water also helps to preserve the riparian areas (where land and water meet) which provide benefits such as preserving water quality by filtering sediment and pollutants from runoff, protecting stream banks and shorelines from erosion, providing storage areas for flood waters, providing food and habitat for fish and wildlife, and preserving open space and scenic areas.

The Army Corps partners with several other agencies to provide recreational and educational opportunities for the public's use and enjoyment of the Percy Priest Lake area. Partnerships include the Tennessee Department of Environment and Conservation (TDEC) for management of unique cedar glade areas; the U.S. Fish and Wildlife Service for protection of endangered aquatic and plant species; the Girl Scouts and Boy Scouts of America for clean-up and environmental stewardship projects; the International Mountain Bike Association for assistance in constructing bike trails; the YMCA for providing day camps, week-long camps and other recreation activities for area youth; the Tennessee National Guard for camping and training; and the Nature Conservancy for protecting cave habitats and endangered bats. Another important partnership is with the Tennessee Wildlife Resources Agency (TWRA) to manage over 10,700 acres of public lands for wildlife management purposes, including conservation, hunting, fishing and a hunter education center. TWRA also assists with water safety, boating enforcement and other recreational projects. The many attributes of J. Percy Priest Lake make it a significant economic resource for the Antioch – Priest Lake community.

#### Conclusion

The Antioch–Priest Lake Stakeholders have a significant economic asset in J. Percy Priest Lake. The community should work with local Army Corps of Engineers officials to establish partnerships to better market J. Percy Priest Lake to local residents. The Army Corps of Engineers should also work with residents to determine more effective directional and promotional signage to identify and encourage use of the lake's public access areas. In addition to these actions, the Antioch – Priest Lake community should also support local food movement that has begun in the study area. The Antioch – Priest Lake Stakeholders along with elected officials are seeking to host a farmers market in the Antioch-



Priest Lake Community. This would provide local farmers a place to sell locally grown produce.

### Implementing the Antioch – Priest Lake Community Plan: Additional Planning Efforts

#### Detailed Design Plans (DDP)

In many instances, Community Plans are refined by identifying areas where detailed planning should occur, conducting detailed design planning work on an area of smaller geographic scale, and by subsequently pursuing zoning to make the design recommendations regulatory. The Community Character Policies applied during the community plan update process provide general guidance on land use, site design, building design and the form of development for areas that may be several blocks and contain many acres. A Detailed Design Plan (DDP), on the other hand, provides more specific guidance on land use, site design, building design, and the form of development on a block-by-block and parcel-by-parcel basis. DDP's are typically created for a neighborhood with a commercial center or edge and surrounding residential development and open space. More recently, however, the larger community planning process has revealed a need to concentrate detailed design work on commercial centers and corridors because of their outdated development patterns, underperformance and lack of appeal to residents, consumers and other stakeholders.

If a DDP is to be implemented through zoning, there are several tools available. Tools that are most commonly used to do this are the Urban Design Overlay (UDO) or the Specific Plan (SP) zone districts. The creation of a UDO or an SP zone district requires a separate planning and public participation process that involves residents, property owners, business owners, developers, institutional leaders and elected and appointed officials. Any rezoning process would include meetings, separate from the Antioch-Priest Lake Community Plan update process, and would not only require approval by the Metro Planning Commission, but also Metro Council. The Community Character Policies established during the Antioch-Priest Lake Community Plan update process inform the intent of the UDO or SP zone districts. If future DDP's are undertaken, they would be adopted as amendments to the Antioch-Priest Lake Community Plan.

#### Potential Murfreesboro UDO

Antioch-Priest Lake Stakeholders expressed interest in a Urban Design Overlay (UDO) for the Murfreesboro Pike corridor, south of Bell Road. Planning Staff considered the possibility of a UDO, and its potential goals and intent. The goals and intent

of the UDO would be to foster suburban development that is pedestrian friendly but that also accomodates the market needs of suburban development. Market factors may include dependency on vehicular customers via car and transit, and specific building size and scale for various types of retail.

A UDO along Murfreesboro Pike should focus on broad design standards for suburban commercial corridors, and should not impact the suburban market realities mentioned above. Suburban corridor design considerations typically include signigicant landscaping and buffering of parking areas, access points and driveways, signage, and the design and placement of parking.

The creation of a Murfreesboro Pike UDO would be initiated by Antioch - Priest Lake stakeholders (residents, property owners, business owners, developers, institutional leaders and elected and appointed officials), and would include a public participation process. The UDO would require approval by the Metro Planning Commission and Metro Council.

#### The Antioch – Priest Lake Community Plan Implementation Table

As the vision for future growth and preservation of the Antioch-Priest Lake community, the Antioch-Priest Lake Community Plan should be used by community stakeholders in evaluating and supporting future private and public sector development and preservation decisions. Each Antioch-Priest Lake stakeholder (residents, property owners, business owners, appointed/ elected officials, institutional leaders, developers and the public sector) can play a key role in the implementation of the Community Plan. The following Implementation Table provides a summary on different roles and outlines the appropriate time frame for the completion of tasks. In the Implementation Table, the goals and objectives from the Antioch-Priest Lake Community Plan – found in Chapter II – are divided into three categories of action: Policy-Programmatic, Zoning-Regulatory, and Capital Improvements.

Policy-programmatic objectives include the land use and urban design recommendations included in the Community Character Policies and any future Detailed Design Plans. The bulk of the policy-programmatic objectives will be achieved after the Antioch-Priest Lake Community Plan is adopted by the Metro Planning Commission and as individual properties are redeveloped. As individual properties are developed or redeveloped, the Community Character Policies and associated special policies are applied during rezoning or subdivision. The role of developers and other community stakeholders is

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to work with the Metro Planning Department and the Metro Council to ensure that each rezoning and subdivision follows the guidance of the adopted Antioch-Priest Lake Community Plan. Keep in mind that community plans are dynamic, not static, documents, and amendments to Community Character Policies may be appropriate in the future. Policy-programmatic goals as described in the Implementation Table may also apply to the programs and policies of other local and State agencies.

Zoning-regulatory objectives are implemented by rezoning using special zoning tools such as Specific Plan (SP) Zoning, Urban Design Overlays (UDO), Planned Unit Developments (PUD) and appropriate Historic or Conservation Zoning. Antioch-Priest Lake stakeholders should partner with area Council members to pursue regulatory actions to further implement the Community Plan. Many of the corridor and center properties that would benefit from rezoning have frontages on State routes and are part of a larger regional transportation system. In that case, the following agencies should be involved in any rezoning discussion – Metro Public Works, Tennessee Department of Transportation (TDOT), and Metropolitan Planning Organization (MPO).

Capital improvements (publicly-funded infrastructure projects) objectives are those best championed by the Council member and constituents to ensure that the recommended improvements to sidewalks, bike lanes/routes, streets, greenways and transit are budgeted for and implemented through the appropriate Metro and State agencies. Capital improvements as described in the Implementation Table may also be funded by private, State and/or Federal funds.

For each goal and objective, the column titled “Implementation Responsibility” lists responsible agencies that should assist in the implementation of the objective. The agencies are generally listed in the order of what agency holds the most responsibility in the implementation of the goals and objectives. “Implementation Tools and Actions” includes a strategy for each objective and the tools that may be used by the responsible agency to carry out each goal and objective. Each list is not exhaustive and may not represent all of the tools that may be utilized for successful implementation. Stakeholders are encouraged to seek additional implementation tools to carry out the goals and objectives of the Antioch-Priest Lake Community Plan. Innovation is encouraged in achieving these overarching goals and putting them into practice. The actions proposed in the Implementation Table vary in their timeframes from “Short” (one to three years), to “Medium” (three to seven years), “Long” (seven to ten years), and “On-going” (throughout the ten-year period of the community plan). The time frames act as a general measure for the initiation and completion of the implementation strategy, but may be shorter or longer.



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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Open Space and Environmentally Sensitive Features</b></p> <p>Goal: Create new neighborhood and/or community parks, and enhance existing park space with unique uses such as dog parks, recreational uses, additional greenway connections, and community facilities. Create better public access to Percy Priest Lake. Preserve and reclaim environmentally sensitive features such as Mill Creek floodplains, dense tree cover, steep slopes, sensitive soils, and potential sinkholes, recognizing that the protection of these natural features ensures preservation of green space throughout the community.</p>	<p>Enhance existing park space with more programmed recreational activities – e.g. tennis courts, soccer, baseball fields.</p>	<p>Metro Parks Department Antioch-Priest Lake Stakeholders</p>	<p>Use the Antioch-Priest Lake Community Plan and the <i>Parks and Greenways Master Plan</i> as guides for developing programmed recreational activities. Meet with local stakeholders to continue to gather their ideas when developing the activities.</p>	<p>Short</p>
	<p>Encourage community gardens in appropriate areas throughout the community and opportunities for community-scaled farming.</p>	<p>Antioch-Priest Lake Stakeholders Metro Parks Department</p>	<p>Antioch-Priest Lake Stakeholders should work with the Metro Parks Department on creating and maintaining community gardens. Antioch-Priest Lake Stakeholders may also seek guidance in Chapter IV, the <i>Antioch-Priest Lake Community Plan</i> Open Space Plan and Chapter V's implementation strategies.</p>	<p>Short</p>
	<p>Encourage unique open space opportunities, such as plazas, pocket parks and the like with mixed-use, retail, and residential development.</p>	<p>Metro Planning Department Private Sector District Council Member(s)</p>	<p>Use the Antioch-Priest Lake Community Plan to guide development proposals and continue to refine development regulations to provide usable open spaces in new developments. Ideally, these open spaces should serve multiple purposes, such as recreation and environmental preservation.</p>	<p>On-going</p>
	<p>Where appropriate, add housing and/or a mixture of uses around parks to provide more activity and increased safety, while decreasing the sense of isolation at some of the area parks.</p>	<p>Metro Planning Department Private Sector District Council Member(s)</p>	<p>Development proposals should meet the goals and the general intent of the <i>Antioch—Priest Lake Community Plan</i>, by incorporating open space into redevelopment and by placing new mixed use or residential development around existing parks.</p>	<p>On-going</p>
		Policy—Programmatic		
	<p>Complete the Regional Community Center, Park and Library complex at the Hickory Hollow Mall and provide appropriate sidewalk, crosswalk, bike access and transit access to and from the complex.</p>	<p>Metro General Services Metro Parks Department Metro Library District Council Member(s) Metro Public Works Department Metro Transit Authority</p>	<p>These Metro Departments should work together to fund the projects through the Capital Improvements Budget and Program and Capital Spending Plan.</p>	<p>Short</p>
	Capital Improvements			

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Open Space and Environmentally Sensitive Features</b></p> <p><b>Goal:</b> Create new neighborhood and/or community parks, and enhance existing park space with unique uses such as dog parks, recreational uses, additional greenway connections, and community facilities. Create better public access to Percy Priest Lake. Preserve and reclaim environmentally sensitive features such as Mill Creek floodplains, dense tree cover, steep slopes, sensitive soils, and potential sinkholes, recognizing that the protection of these natural features ensures preservation of green space throughout the community.</p>	<p>Preserve and enhance existing public parks and greenways as consistent with the <i>Metro Parks and Greenways Master Plan</i> by creating greenway connections from existing neighborhoods to the publicly accessible portions of Percy Priest Lake and by completing the Mill Creek Greenway segment from Ezell Park to Antioch Park at Blue Hole Road.</p> <p>Acquire land in strategic locations for pocket parks, neighborhood parks, community parks, and a dog park.</p>	<p>Army Corps of Engineers                      Metro Parks Department                      District Council Member(s)                      Antioch—Priest Lake Stakeholders</p> <p>Private Sector</p>	<p>District Council Member(s) or Antioch—Priest Lake Stakeholders should work with the Metro Parks Department along with guidance provided in the Open Space Plan in Chapter IV on access, connections, and signage to Percy Priest Lake and the Mill Creek greenway.</p> <p>The Private Sector should provide greenway easements and or construct greenway paths in conjunction with private development as described in the <i>Antioch—Priest Lake Community Plan</i>.</p>	<p>Ongoing</p>
	<p>Capital Improvements</p>	<p>District Council Member(s)                      Metro Parks Department</p>	<p>District Council Member(s) or Antioch—Priest Lake Stakeholders should work with the Metro Parks Department along with guidance provided in the Open Space Plan in Chapter IV to provide additional open space and parks.</p> <p>These groups should work together to fund park projects through the Capital Improvements Budget and Program and Capital Spending Plan.</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Neighborhoods</b></p> <p><b>Goal: Enhance the character and walkability of established neighborhoods. Create new housing that is designed to include a mixture of housing types, well connected and walkable streets, usable open space, and, in some cases, neighborhood-scaled retail. All these actions are designed to appeal to a changing demographics and changing needs of residents.</b></p>	<p>Policy—Programmatic</p>	<p>Preserve the character of Maintenance neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles, to encourage neighborhood enhancements and rejuvenation where needed.</p> <p>Enhance and create the character of Evolving neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles.</p> <p>Create new neighborhoods in Evolving neighborhood areas that appeal to seniors, young adults, single adults and families by encouraging neighborhood design that has a mixture of housing types, walkable streets, and usable open space using the Lenox Village development as a model.</p> <p>Encourage building types that may accommodate “move-up-housing”; housing for growing families or housing for the executives of a growing office market.</p>	<p>Metro Planning Department</p> <p>District Council Member(s) Antioch-Priest Lake Stakeholders</p> <p>Private Sector</p>	<p>Short Ongoing</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p>
	<p>Capital Improvements</p>	<p>Increase the walkability of Maintenance and Evolving neighborhoods by identifying sidewalk priorities and working with Metro Council representatives and Public Works to implement those priorities.</p>	<p>Metro Public Works Department District Council Member(s) Metro Planning Department</p> <p>Private Sector</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and follow its guidance on preserving and enhancing neighborhoods and providing compatible infill development.</p> <p>Antioch-Priest Lake Stakeholders and District Council Member(s) should stay active in the planning process by following development proposals and attending community, Planning Commission, and Council meetings to ensure that the character of proposed development meets the vision and intent of the <i>Antioch-Priest Lake Community Plan</i>.</p> <p>Private Sector developers should provide development proposals that meet the intent and guidance of the <i>Antioch-Priest Lake Community Plan</i>.</p> <p>The Private Sector should continue to reach out to Antioch-Priest Lake Stakeholders, specifically non-profits and other government and community agencies to create synergy in infill and new residential development.</p> <p>District Council Member(s) or Antioch—Priest Lake Stakeholders should work with Metro Public Works on identifying funds and prioritizing sidewalk projects that may be built as a part of larger capital improvement projects.</p> <p>The Private Sector should provide sidewalks that are described in the <i>Antioch—Priest Lake Community Plan</i> in conjunction with private development.</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p style="text-align: center;"><b>Centers</b></p> <p><b>Goal: Enhance retail and employment centers to remain competitive amongst other retail and employment centers in the southeast region. Design centers that include day-time employment generators, encourage a one-stop-shopping environment, create outdoor gathering spaces, and that are easily accessible by pedestrians, transit, and bicyclists.</b></p>	<p>Enhance the Hickory Hollow Mall with a mixture of land uses that complement the new institutional and civic anchors – Nashville State Community College and the Nashville – Davidson County Regional Community Center Park and Library.</p>	<p>Antioch-Priest Lake Stakeholders                      Metro Planning Commission                      District Council Member(s)                      Metro Planning Department</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and follow its guidance on enhancing the mall area and other retail centers, and implementing an appropriate mix of uses in key areas such as the Hickory Hollow Mall site and The Crossings.</p> <p>Antioch-Priest Lake Stakeholders and District Council Member(s) should stay active in the planning process by following development proposals and attending community, Planning Commission, and Council meetings to ensure that the character of proposed development meets the vision and intent of the <i>Antioch-Priest Lake Community Plan</i>.</p>	<p>Short</p> <p>On-going</p>
	<p>Enhance all retail centers by increasing the mix of uses to better meet the daily needs of residents, employees, visitors and Antioch – Priest Lake’s diverse population.</p>	<p>Private Sector</p>	<p>Private Sector should provide development proposals that meet the intent and guidance of the <i>Antioch – Priest Lake Community Plan</i>.</p>	<p>On-going</p>
	<p>Encourage daytime employment generators by fostering an appropriate mix of Class A office, Class B office, call centers, residential, and retail at the Hickory Hollow Mall site.</p> <p>Encourage daytime employment generators by fostering an appropriate mix of Class A office, Class B office, light industrial, and retail in The Crossings.</p>	<p>District Council Member(s)                      Mayor’s Office of Economic Development</p>	<p>District Council Member(s) should work with the Mayor’s Office of Economic Development to utilize unique incentives to encourage companies to locate in Hickory Hollow and The Crossings.</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Centers</b></p> <p><b>Goal:</b> Enhance retail and employment centers to remain competitive amongst other retail and employment centers in the southeast region. Design centers that include day-time employment generators, encourage a one-stop-shopping environment, create outdoor gathering spaces, and that are easily accessible by pedestrians, transit, and bicyclists.</p>	<p>Enhance access to and within all centers with pedestrian, bicycle, transit and vehicular transportation options, increased street connectivity where appropriate, and access management (entrances to and from businesses).</p>	<p>Metro Planning Department Metro Public Works Department District Council Member(s) Metro Transit Authority</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and related amendments to the <i>Major and Collector Street Plan</i> and follow their guidance on street connections that are described within them.</p> <p>MTA, and Metro Public Works and Metro Planning should work together to implement access management and transit and street improvements as described in the above plans.</p> <p>Private Sector should provide development proposals that meet the intent and guidance of the <i>Antioch-Priest Lake Community Plan</i>.</p>	<p>Short</p> <p>On-going</p>
<p>Policy—Programmatic</p>				

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Corridors</b></p> <p><b>Goal: Enhance and create corridors where people can walk and bike safely, where vehicular traffic can access new and existing neighborhoods safely, and where enhanced transit serves a balanced mix of commercial, office and residential land uses.</b></p>	<p>Acknowledge the unique role of corridors, as both a throughway and a destination, especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping, while improving transportation options and access.</p>	<p>Metro Planning Department                      District Council Member(s)                      Metro Public Works</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and related amendments to the <i>Major and Collector Street Plan</i> and follow their guidance on land use policy and street design to enhance corridors in the Antioch—Priest Lake Community.</p>	<p>Short</p>
	<p>Promote Transit-Ready Development (TRD) at stops along the MTA Murfreesboro Road/Bell Road BRT Lite transit line (Murfreesboro Pike from Briley Parkway to Bell Road and Bell Road from Murfreesboro Pike to Hickory Hollow Mall). TRD is development that is supportive of enhanced transit. TRD encourages development that is walkable, more intense than surrounding development, and may incorporate transit stations in the design of the development.</p> <p>Reduce the number of curb cuts and coordinate access and circulation along prominent corridors as redevelopment occurs to improve safety, improve traffic flow and create corridors that function as a whole instead of as separate building sites.</p> <p>On Murfreesboro Road, south of Bell Road, enhance this mixed-use corridor by concentrating more intense mixed-use development at specific nodes or intersections.</p> <p>Encourage a diversity of services and appropriate infill development along the corridors that meet the community's daily needs, providing a range of grocery, shopping, dining, recreation and entertainment uses as well as additional employment opportunities.</p>	<p>District Council Member(s)                      Metro Planning Department                      Metro Transit Authority                      Metro Metro Public Works                      Antioch - Priest Lake Stakeholders</p> <p>Tennessee Department of Transportation (TDOT)                      Metro Public Works</p> <p>Private Sector</p>	<p>District Council Member(s) and/or Antioch - Priest Lake Stakeholders collectively or as individual property owners, should utilize regulatory tools such as <i>Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments</i>, to rezone individual properties or a large area to enforce the land use, design, parking, and access management and to facilitate the use and success of transit along Murfreesboro Pike and Bell Road.</p> <p>District Council Member(s) and/or Antioch - Priest Lake Stakeholders collectively or as individual property owners, should work with Metro Public Works and TDOT on strategies to identify areas where the function of the roadway can be enhanced through access management guidelines as provided in the <i>Antioch-Priest Lake Community Plan</i> or any subsequent design plans or rezoning.</p> <p>Private Sector should provide development proposals that meet the intent and guidance of the <i>Antioch-Priest Lake Community Plan</i>.</p>	<p>Medium</p> <p>On-going</p> <p>On-going</p>
<p><b>Regulatory</b></p>	<p>Policy—Programmatic</p>			

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Corridors</b></p> <p>Enhance and create corridors where people can walk and bike safely, where vehicular traffic can access new and existing neighborhoods safely, and where enhanced transit serves a balanced mix of commercial and residential land uses</p>	<p>Create local bike lanes and routes in existing residential neighborhoods to accommodate less experienced bicyclists, who may not want to ride on the larger, primary streets. Enhance local streets within established neighborhoods and major corridors throughout the Antioch – Priest Lake Community with a completed sidewalk network.</p> <p>Enhance the safety of existing roads.</p>	<p>Metro Public Works Department District Council Member(s) Antioch-Priest Lake Stakeholders</p>	<p>District Council Member(s) and/or Antioch - Priest Lake Stakeholders collectively or as individual property owners, should work with the appropriate Metro agencies to plan and secure funding for sidewalk, bikeways, and vehicular improvements.</p>	<p>Medium</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Transportation</b></p> <p><b>Goal: Support enhanced transportation options including Bus Rapid Transit 'Lite', neighborhood bike routes, and sidewalk enhancements in high pedestrian traffic areas.</b></p>	<p>Encourage Transit Ready Development (TRD) along major corridors and near existing transit infrastructure (e.g. BRT stops and CSX railroad lines) through the application of appropriate land use policies and infrastructure improvements.</p>	<p>Metro Planning Department                      Metro Public Works Department                      District Council Member(s)                      Antioch-Priest Lake Stakeholders</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and related amendments to the <i>Major and Collector Street Plan</i> and follow their guidance on land use policy and street design to enhance corridors in the Antioch—Priest Lake Community.</p>	<p>Short</p>
	<p>Preserve vehicular connectivity to major arterials and collectors, and throughout the community, making improvements in accordance with the Transportation portion of the Community Plan (Chapter III) and the <i>Major and Collector Street Plan</i>.</p>	<p>Metro Planning Department                      Metro Public Works Department                      District Council Member(s)                      Mayor                      Private Sector</p>	<p>Metro Planning and Public Works Departments should work together to ensure that development proposals meet the intent of the community plan with regard to vehicular connectivity. These groups should also work together to fund park projects through the Capital Improvements Budget and Program and Capital Spending Plan.</p> <p>Private Sector developers should provide development proposals that meet the intent and guidance of the <i>Antioch-Priest Lake Community Plan</i>.</p>	<p>On-going</p>
<p>Enhance corridors to create complete streets – streets that are designed and operated to enable safe, attractive, and comfortable access and travel for transit modes (e.g. walking, biking, driving and riding transit).</p> <p>Identify creative solutions, such as combined pedestrian and bike infrastructure, to improve bike and pedestrian connectivity throughout existing neighborhoods and on major corridors, in addition to identifying bike and sidewalk priorities that provide essential connections to retail areas, open space and parks, civic and educational institutions</p>	<p>Metro Public Works Department                      District Council Member(s)                      Metro Planning Department                      Metro Planning Organization</p>	<p>District Council Member(s) or Antioch - Priest Lake Stakeholders should work with Metro Public Works on identifying funds and prioritizing sidewalk, bikeways, and vehicular projects that connect to points of interest in Antioch - Priest Lake and that may be built as a part of larger capital improvement projects</p>	<p>District Council Member(s) or Antioch - Priest Lake Stakeholders should work with Metro Public Works on identifying funds and prioritizing sidewalk, bikeways, and vehicular projects that connect to points of interest in Antioch - Priest Lake and that may be built as a part of larger capital improvement projects</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Transportation</b></p> <p><b>Goal: Support enhanced transportation options including Bus Rapid Transit 'Lite', neighborhood bike routes, and sidewalk enhancements in high pedestrian traffic areas.</b></p>	<p>Enhance public transit opportunities by working with the Metropolitan Transit Authority (MTA) on additional bus routes, including a transit hub at the Hickory Hollow Mall site, and a cross-town route along Old Hickory Boulevard / Bell Road .</p>	<p>Metro Transit Authority (MTA)                      Metro Public Works Department                      District Council Member(s)                      Metro Planning Organization (MPO)                      Metro Planning Department</p>	<p>Metro Transit Authority should continue to work with Metro Public Works, MPO, and Metro Planning Department to prioritize BRT Transit Stops and sidewalk and crosswalk improvements. These agencies should also work together to identify funds so that these may be built as a part of larger capital improvement projects</p>	<p>Medium</p>
	<p>Support the Bus Rapid Transit Lite by identifying priority sidewalk and crosswalk enhancements along the Murfreesboro Road/Bell Road BRT route.</p>	<p>Metro Transit Authority should continue to work with Metro Public Works, MPO, and Metro Planning Department identifying priority sidewalk and crosswalk enhancements along the Murfreesboro Road/Bell Road BRT route. These agencies should also work together to identify funds so that these may be built as a part of larger capital improvement projects</p>	<p>Tennessee Department of Transportation                      Metro Public Works Department                      Federal Highway Administration                      Metro Planning Department                      District Council Member(s)                      Metro Planning Organization</p>	<p>These groups should work together to design and fund these improvements through the Capital Improvements Budget and Program, Capital Spending Plan, Regional Transportation Plan, and Regional Transportation Improvement Program.</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Districts</b></p> <p><b>Goal: Create Office and Employment Center Districts that generate a daytime population of employees and/or students. Enhance Industrial and Impact Districts to be more compatible with surrounding neighborhoods, particularly with regard to level of intensity of land use, landscaping and access.</b></p>	<p>Support employment areas by creating opportunities for office, light manufacturing, light industrial, retail and residential land uses in The Crossings and the area east of the Nashville International Airport</p>	<p>Metro Planning Department District Council Member(s)</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and follow its guidance on land use and urban design.</p>	<p>Short</p>
	<p>Encourage office and residential on the Hickory Hollow Mall site.</p>	<p>Private Sector</p>	<p>Private Sector developers should provide development proposals that meet the intent and guidance of the <i>Antioch-Priest Lake Community Plan</i>.</p>	<p>On-going</p>
	<p>Recognize the Nashville International Airport as a significant transportation asset in the Antioch – Priest Lake Community by preserving areas near the airport for appropriate expansion and for complementary land uses that would support the operation and success of the airport or complement the airport.</p>	<p>Metro Nashville Airport Authority</p>	<p>The Metro Nashville Airport Authority should work with the Metro Planning Department to identify appropriate areas for airport expansion and complementary land uses.</p>	<p>Medium</p>
<p><b>Capital Improvements</b></p>	<p>Recognize the office and industrial districts at Interstate 24, Harding Pike, and Antioch Pike as gateways into the Antioch – Priest Lake Community, which should provide appropriate improvements such as landscaping, lighting, and signage.</p>	<p>Metropolitan Development &amp; Housing Agency (MDHA)                  Metro Public Works                  Tennessee Department of Transportation (TDOT)                  Private Sector                  District Council Member(s)                  Antioch—Priest Lake Stakeholders</p>	<p>District Council Member(s) or Antioch - Priest Lake Stakeholders should work with TDOT and Public Works, MDHA, as well as private property owners to identifying funds for gateway improvements at significant points of entry in the Antioch—Priest Lake Community.</p>	<p>Medium</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Community Appearance</b></p> <p><b>Goal: Improve the Antioch – Priest Lake Community appearance in general.</b></p>	<p>In new or infill development, relocate above ground utilities or shield utilities from public rights-of-way and adjacent property to have less visual impact by placing them underground, behind buildings in alleys or at the back of the property.</p>	<p>Private Sector Utility Companies Metro Water Services Metro Public Works Metro Planning Department</p>	<p>In the review of new or infill development, these agencies should coordinate the location and design of public utilities.</p>	<p>On-going</p>
	<p>Utilize regulatory tools such as Specific Plan Zoning and Urban Design Overlays, to apply higher standards of design when creating new or infill residential and non-residential development.</p>	<p>Metro Planning Department</p>	<p>Adopt the <i>Antioch-Priest Lake Community Plan</i> and follow its guidance on urban design.</p>	<p>Short</p>
	<p>All residential and non-residential buildings should be constructed of high quality, low maintenance building materials in order to demonstrate sustained quality and a sense of permanence.</p>	<p>District Council Member(s) Antioch—Priest Lake Stakeholders</p>	<p>District Council Member(s) and/or Antioch - Priest Lake Stakeholders collectively or as individual property owners, should utilize regulatory tools such as <i>Specific Plan Zoning and Urban Design Overlays</i>, to rezone individual properties or a large area to enforce the land use, design, parking, and access management goals within the <i>Antioch - Priest Lake Community Plan</i> or any subsequent design plans.</p>	<p>Long</p>
<p><b>Capital Improvements</b></p>	<p>Create pedestrian friendly corridors by enhancing streetscapes with pedestrian-scale coordinated signage, landscaping, transit stations, and other streetscape elements.</p>	<p>Private Sector</p>	<p>Private Sector developers should provide development proposals that meet the intent and guidance of the <i>Antioch-Priest Lake Community Plan</i>.</p>	<p>On-going</p>
	<p>Metro Public Works Department Metropolitan Development and Housing Authority (MDHA) Metro Transit Authority (MTA) District Council Member(s) Antioch-Priest Lake Stakeholders</p>	<p>District Council Member(s) or Antioch - Priest Lake Stakeholders should work with MDHA, MTA, and Public Works on identifying funds and prioritizing sidewalk and bikeways projects that connect to points of interest in Antioch - Priest Lake and that may be built as a part of larger capital improvement projects.</p>	<p>Medium</p>	

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## **APPENDIX A: THE ANTIOCH-PRIEST LAKE COMMUNITY PLAN UPDATE PROCESS**

The Metropolitan Planning Department staff created the original Antioch Community Plan in 1991. At that time, it was called the “Subarea 13 Plan.” The first update of the original plan was completed and adopted in 1996, and the second update occurred in 2003. The current update of the Antioch-Priest Lake Community Plan began in April 2012 and is scheduled for adoption in October 2012.

### **Pre-Planning and Background Research**

Before beginning the plan update, Planning staff reached out to the many Antioch-Priest Lake Community Plan area community members, holding meetings and interviews to gain a better understanding of the history and current state of the area. These meetings help to identify important issues facing the community prior to beginning any analysis. The Planning staff also discussed the plan update with the Metro Nashville Planning Commissioners, Metro Council Members whose districts are included in the Antioch-Priest Lake Community Plan area, and fellow Metro Departments.

As part of every community plan update, Planning staff conducts analysis ranging from assessment of existing land use and zoning, to population projections, to environmental constraints, to impacts from the 2010 flood, to research on existing community character and historic resources. The bulk of this assessment is found in a separate document, entitled “The Antioch – Priest Lake Community Plan – Background Report” and located at: [http://www.nashville.gov/mpc/communityplans/subarea/subarea13\\_update.asp](http://www.nashville.gov/mpc/communityplans/subarea/subarea13_update.asp).

### **Public Engagement Process**

The community plan update process is open to all community members, including residents, business owners, property owners, institutional representatives, elected and appointed officials, and developers. To engage a broad audience, planning staff undertakes several notification actions that are common for every planning community in Davidson County. Staff sends a postcard to every property owner in the study area (in the case of the Antioch-Priest Lake Community Plan area, this was a 19,411 piece mailing in both English and Spanish). Staff also contacts any known neighborhood associations, neighborhood watch groups, and chambers of commerce or merchants’

associations in the study area. Staff sends press releases to the area media to generate news stories about the community plan update process. Finally, staff uses the Metro Planning Department web site ([www.nashville.gov/mpc](http://www.nashville.gov/mpc)) to post regular updates on the plan process.

During the background research portion of any plan update, the staff gains a better understanding of the demographics of a community and creates additional outreach methods that are unique to that community. For instance, in a community with a younger demographic and members who have access to the internet, current technology such as email and webpage updates may be appropriate; such was the case in the Antioch-Priest Lake Community Plan area. On the other hand, in a community with a demographic who may not have access to the internet, flyers and newspaper articles may reach more people.

For the Antioch-Priest Lake Community Plan area, planning staff used public engagement methods that appealed to every type of stakeholder in the community. Below is a demographic table that highlights the type of stakeholders present in the community. Demographic analysis revealed a much younger and more diverse population. Therefore the outreach methods were tailored to current demographic conditions.

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Appendix



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Appendix

**Table A - 1: Antioch - Priest Lake 2006 - 2010 American Community Survey Demographic Data**

US Census 2006-2010 American Community Survey 5-year Estimates - Block Groups		Davidson County		Antioch	
	QuickFacts	#	%	#	%
<b>Population</b>	Total	612,884	n/a	75,346	n/a
	Household Population	589,927	96.3%	73,152	97.1%
	Group Quarters Population	22,957	3.7%	2,194	2.9%
	Average Household Size	2.34	n/a	2.50	n/a
	Male	297,135	48.5%	37,273	49.5%
	Female	315,749	51.5%	38,073	50.5%
	<b>Families</b>	Total	141,879	n/a	17,271
	Married Couple Families with Children	37,582	26.5%	5,094	29.5%
	Single Parent Families with Children	27,112	19.1%	3,471	20.1%
	Female Householder with Children	22,281	15.7%	2,768	16.0%
<b>Race</b>	White	393,147	64.1%	38,989	51.7%
	Black or African American	170,730	27.9%	26,262	34.9%
	American Indian/ Alaska Native	1,630	0.3%	123	0.2%
	Asian	19,102	3.1%	2,498	3.3%
	Native Hawaiian or Pacific Islander	377	0.1%	39	0.1%
	Other Race	18,090	3.0%	5,588	7.4%
	Two or More Races	9,808	1.6%	1,847	2.5%
<b>Ethnicity</b>	Hispanic or Latino	54,859	9.0%	13,189	17.5%
<b>Age</b>	Less than 18	134,253	21.9%	18,497	24.5%
	18 and 19 years	18,435	3.0%	1,703	2.3%
	20 years	9,685	1.6%	833	1.1%
	21 years	10,517	1.7%	1,478	2.0%
	22 to 24 years	32,870	5.4%	4,800	6.4%
	25 to 29 years	60,083	9.8%	7,795	10.3%
	30 to 34 years	49,583	8.1%	7,556	10.0%
	35 to 39 years	44,069	7.2%	6,571	8.7%
	40 to 44 years	42,371	6.9%	5,489	7.3%
	45 to 49 years	42,877	7.0%	5,627	7.5%
	50 to 54 years	41,345	6.7%	4,770	6.3%
	55 to 59 years	36,227	5.9%	3,696	4.9%
	60 and 61 years	12,209	2.0%	1,053	1.4%
	62 to 64 years	14,234	2.3%	1,329	1.8%
	Greater than 64	64,126	10.5%	4,149	5.5%
<b>Housing Units</b>	Total	280,062	n/a	31,671	n/a
	Owner Occupied	145,521	57.6%	16,268	55.6%
	Renter Occupied	106,956	42.4%	12,986	44.4%
	Occupied	252,477	90.2%	29,254	92.4%
	Vacant	27,585	9.8%	2,417	7.6%
<b>Income</b>	Median Household Income	\$45,668	n/a	n/a	n/a
	Per Capita Income	\$27,780	n/a	\$21,578	n/a
<b>Education</b>	Population 25 years and over	407,124	n/a	48,035	n/a
	Less than 9th grade	21,657	5.3%	2,752	5.7%
	9th to 12th grade, No Diploma	39,143	9.6%	3,936	8.2%
	High School Graduate (includes equivalency)	101,860	25.0%	13,565	28.2%
	Some College, No Degree	81,733	20.1%	11,121	23.2%
	Associate Degree	24,182	5.9%	3,466	7.2%
	Bachelor's Degree	88,182	21.7%	9,595	20.0%
Graduate or Professional Degree	50,367	12.4%	3,600	7.5%	
<b>Population</b>	Total	612,884	n/a	72,646	n/a
<b>Travel</b>	Mean Travel Time to Work (min)	23.1	n/a	n/a	n/a
	Workers	304,450	n/a	39,158	n/a
	Drove Alone	245,237	80.6%	33,326	85.1%
	Carpooled	30,098	9.9%	4,001	10.2%
	Public Transportation	6,034	2.0%	308	0.8%
	Walked or Worked from Home	18,423	6.1%	1,145	2.9%
	Other	4,658	1.5%	378	1.0%
<b>Employment</b>	Population 16 Years and Over	492,422	n/a	57,023	n/a
	In Labor Force	338,685	n/a	43,073	n/a
	Civilian Labor Force	338,210	99.9%	41,947	97.4%
	Employed	312,839	92.5%	40,039	95.5%
	Unemployed (actively seeking employment)	25,371	7.5%	2,947	7.0%
	Armed Forces	475	0.1%	87	0.2%
Not in Labor Force	153,737	31.2%	13,950	24.5%	

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## Appendix

To reach younger adults in the community, the Planning staff utilized the Metro Planning web site and an email address dedicated solely to the planning process; as a result over 400 stakeholders were added to the email list. The Planning staff also utilized the social media tools Facebook and Twitter to publicize meetings and share information. Area Council Members also used their email lists and social media outlets to share information and meeting reminders.

To reach youth, planning staff spoke with area high school students at Antioch High School, Cane Ridge High School, and the Academy at Hickory Hollow. To reach families, planning staff attended the Southeast Easter Event, and presented to teachers and parents at Edison Elementary School.

Planning staff also worked closely with Hispanic / Latino outreach professionals to devise strategies to reach this population group. Planning staff created flyers in Spanish and distributed them in the study area and adjacent communities where there was a known concentration of Hispanic / Latino residents. Planning Staff also appeared on a local Hispanic/Latino radio station, and coordinated Metro Nashville Public Schools bilingual community liaisons. Translators were also provided at several community workshops to assist Spanish speaking stakeholders.

It was understood that the majority of the Antioch – Priest Lake stakeholders commute and/or are young families who could not attend afternoon community meetings. Therefore, planning staff created an on-line tool that allowed additional community engagement for those individuals. The tool mimicked real community engagement activities that were conducted at public meetings. The Antioch Online tool asked people to locate where they live, shop, and work. Regarding shopping, people were asked about the types of shopping they did in those areas. The tool resulted in useful feedback and provided an alternative to attending community meetings in-person and collected a large amount of data over an extended period of time.

The staff also used traditional outreach methods to reach the majority of the stakeholders in the community. Staff used traditional media, local newspapers and TV news stations, to publicize the community meetings; staff appeared on several programs on NewsChannel 5+ to discuss the process and answer questions from callers.

Planning Staff also targeted specific stakeholders. Planning staff attended meetings of the Crossings Nashville Action Partnership (CNAP), the local business association for the Crossings/Hickory Hollow area to discuss the community plan process. Also, staff met with local apartment managers and provided flyers and information for their residents. Staff also met with large

property owners to discuss ideas and future plans and with the management of the Hickory Hollow Mall to discuss issues and the mall property's future.

During the planning process for the Antioch-Priest Lake Community Plan, Planning Department staff held a number of public workshops to discern the community's vision, balance that vision with sound planning principles, and create a course of action to achieve the common vision. The following is a listing of primary workshops held during the update process and a summary of what was covered at each meeting.

### Kick-Off Workshop

Metro Planning staff held a Kick-Off Workshop on April 5, 2012. Over 100 Antioch-Priest Lake area stakeholders gathered and learned about the importance of planning for the future and visited various stations to view information, discuss issues and concepts with planners, and leave comments on idea boards. This process included "I Want" stickers where each person wrote their primary community desire and placed it on a board with other ideas as part of the public record. Various information stations included general planning, land use/zoning, civic involvement/community services, environmental conditions/open space, transportation, retail/commercial market, and inspiration.

### Special Topic Workshops

Based on issues raised at the Kick-Off Workshop, staff next held four workshops to discuss pressing community issues and interests. As an educational component, planning staff invited experts on each special topic and hosted brief panel discussions. The panel discussions helped to frame a more detailed discussions related to each topic.

- Economic Development/Retail Centers Workshop – This workshop, held on April 16, began with a brief presentation. Next, a panel, comprised of Ben Freeland, a local property owner and business leader; Daniel Woods, a representative of Southern Land Company, a local property development firm; and Cyril Stewart, a representative of Vanderbilt University and its partnership with 100 Oaks, discussed retail trends, lessons learned and thoughts for the retail future of the community. Representatives from Metro Parks, Metro Public Library and Nashville State Community College provided updates regarding their Hickory Hollow projects. The workshop concluded with a map exercise to gather detailed information about where people shop, run errands, eat out, and work.

- Hickory Hollow Mall Design Workshop – This workshop, held on April 19 at the Southeast Branch Library, allowed community members to drop by during a four-hour time period and talk with planners one-on-one about ideas and concepts for the Hickory Hollow Mall property.
- Transportation Workshop – This workshop, held on May 3, included a brief presentation and a panel discussion. The panel, comprised of Tanisha Hall, the Long Range Planning Director for the Tennessee Department of Transportation (TDOT); Felix Castrodad, a Principal Transportation Planner for the Nashville Area Metropolitan Planning Organization (MPO); Amanda Watson, a Planning Analyst for the Nashville Metropolitan Transit Authority (MTA); and Alma Sanford, an Antioch resident and transit advocate, discussed transportation research and studies, trends, upcoming projects, and answered questions. The workshop concluded with attendees visiting three stations to discuss mapping regular travel routes, choosing transportation priorities and spending public monies, and choosing types of bike facilities.
- Housing/Open Space Workshop – This workshop, held on May 17, also included a panel discussion. The panel, comprised of David McGowan, a local developer who built Lenox Village, and Josh Pantana, an Antioch resident and real estate professional, discussed real estate trends, options for senior housing, types of area home buyers, Nashville's housing market, lessons learned from Lenox Village, and community assets. As with previous workshops, the meeting concluded with stations to discuss residential areas and their character, office and industrial areas, existing parks and future park needs, and ideas for the new park at Hickory Hollow Mall.

### **Draft Policy and Implementation Workshop**

At this workshop, held on June 26, the Planning Department staff discussed the community's Concept Plan – a graphic representation of the community vision based on previous meetings, draft community character policies that shape future land use decisions, and ways other communities have implemented their community plans. In addition, planners discussed design scenarios for the Hickory Hollow Mall's redevelopment in the future. The Nashville Civic Design Center also discussed ideas for the I-24/Bell Road pedestrian bridge.

### **Final Policy Recommendations Meeting**

After the Draft Policy and Implementation Workshop, Planning

staff spent weeks writing the Community Character Special Policies and the chapters for the draft document. At this meeting, held on August 30, staff reviewed the draft document with area stakeholders.

Following the community meetings, the final draft plan was prepared for public review and for consideration for adoption by the Metro Planning Commission.

**Antioch-Priest Lake Community Plan Update Collaboration**  
The update of the Antioch-Priest Lake Community Plan presented Metro Planning Department staff with the opportunity to work closely with other Metro Departments, Metro Council Members, community groups, and the Nashville Civic Design Center.

Metro Planning staff was pleased to work with other departments and Metro Council Members. Other Metro Departments including Parks, Greenways, Public Library, Schools, and Public Works met with Planning staff on several occasions to discuss issues brought up by the community. When asked, these agencies attended meetings to share information and resources with the community.

Planning staff also worked the Nashville Civic Design Center on studying the 1-24/Bell Road interchange and improving pedestrian facilities. A representative from the Nashville Civic Design Center attended community workshops to share results and ideas of this research.

### **Metro Planning Commission**

It is anticipated that the Antioch-Priest Lake Community Plan Update will be presented at the October 25, 2012 Metro Planning Commission Meeting for consideration of adoption.

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Appendix

## **APPENDIX B: COMMUNITY ISSUES LIST**

During the community workshops, planning staff asked attendees a series of various questions regarding the open space, housing, retail, and transportation components of the Antioch-Priest Lake community. Planning staff also conducted a series of web-based surveys on greenways, housing and streets. The results of these meetings and surveys were used to create the draft Vision Statement, Goals and Objectives for the Antioch-Priest Lake community Plan and the draft Concept Plan, which is a visual representation of the community vision. Responses from the community are listed on the following pages.

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#### **What types of housing are needed in your community in the future?**

- Single-family homes, no apartments.
- Zone the areas around Priest Lake as “upscale.” That’s how it would be in most other parts of the country.
- We don’t need more housing, we need better maintained neighborhoods.
- Teach people how to upgrade the look of their property. How about Best Yard in Neighborhood competitions?
- No more Section 8 housing.
- No more Section 8!
- No duplex, no apartments
- Single Family Residences (SFR), \$250-\$500K value
- Create housing that fits the jobs created in the area. We have starter housing, need to move upscale somewhat.
- None, really. We don’t need more housing. The population is big enough. If anything is built, it should be single family homes. But really...we don’t need any more houses. Stop building/developing!
- We do not need more housing in my area, we are a rapidly growing subdivision.
- Stop the building within Nashboro Village – traffic, congestion, infrastructure is maxed out.
- No more multifamily homes. We do not have infrastructure for the population we house now. Roads – schools – crowded.
- Single family homes.
- Definitely not low cost housing.
- No more Section 8 housing without codes enforcement of environmental oversight.
- No more building. If more, make upscale single family, please. Stop dumping on southeast Davidson. No more government gentrification.

#### **What types of shopping opportunities and/or new businesses are needed in your community in the future and what should they look like?**

- Outdoor shopping, movie theater, fountains, restaurants.
- Upgrade shopping, specialty stores, and upscale restaurants. It could be set up more like The Avenue or Providence or Lenox Village.
- Family owned restaurants
- Upscale shopping and dining
- More diverse shopping opportunities, to include more than just Wal-Mart and Family Dollar.
- Businesses that employ many people and pay very well.
- We need to recruit businesses that create jobs. Get our residents working here then they will shop and entertain here.
- Upscale designer shops, upscale dining
- Condos! Similar to Lenox Village with walkability to shopping and eats.
- Good building quality to maintain and improve property values. Build up, do not build down (Priest Lake area).
- Bring Dept. stores back here – do not like traveling to Providence or Cool Springs to shop.

#### **Additional Comments**

- Based on the airport area map, the parcels of land on Elm Hill Pike need to be used as redevelopment districts.
- Do not move center city problems to our neighborhood.
- One-stop shopping

**What transportation improvements would you like to see in the community?**

- Sidewalks on Nashboro Blvd.
- Please look strongly at the traffic, congestion, activities, etc., occurring at one of the proposed sites for a Park-n-Ride (Nashboro Blvd & Murfreesboro Pike) – Not to say we do not need one – just need to consider alternate locations.
- Extend Crossings Blvd to Cane Ridge High School (change path of proposed road) – create new development and another corridor.
- When new roads are built or improved, make ample bike lane accommodations.
- Sidewalks
- I would take the bus downtown to work if I could access at Murfreesboro Rd and know my car would be safe. Bike lanes would help, more sidewalks.
- Traffic on Edge-O-Lake is too fast for residential, 30 mile/hr area. Also need lines on the side, a stop sign at Deerpath, and speed limit painted on pavement. Sidewalk(s) for safety
- Fix Bell Rd and I-24 interchange
- Upgrade the aesthetics of Bell Rd. and Murfreesboro Rd.
- Railway services
- Mass transit, roundabouts
- Add bicycle lanes on major roads (for example, Murfreesboro Pike) and sidewalks
- New roads – lots of growth but no new roads in 20 years, wider intersections, and decrease development until traffic problems are solved.
- Transportation going to and from on Cane Ridge Road, bus service
- Trolley service, servicing retail shops, more Access Ride (MTA) stops
- Improve traffic at Bell Road/I-24 interchange or divert traffic to other crossings or on ramps.
- Widen road at Smith Springs Rd. between Bell Rd and Anderson. Improve traffic with turn lane or completely widen road to 4 lanes.
- Open up Smith Springs Rd.
- Smith Springs & Anderson Road are not adequate for the number of residents – volume of traffic
- Traffic problems on Smith Springs Rd.
- We need changes and improvements with roads. Problems include Bell Rd. traffic – Hickory Hollow still congested w/out mall. Keep grass in medians mowed.

**How would you like to travel in the community in the future?**

- Need a Park & Ride bus service at all hours
- Bus routes in Cane Ridge, more street lighting, limit the number of vehicles parked in driveways or on neighborhood streets
- Light rail system
- Sidewalks, bicycle
- Rail (subway), more sidewalks
- Would like to see more parks/greenways (family friendly areas)
- More bus links – including on Franklin Limestone Rd. Train at FLR access.

**Additional Comments**

- Yay for the Cane Ridge Express bus!
- Take on the southern Nevada/CA style of road design

## **Antioch - Priest Lake Community Plan : 2012 Update**

### Appendix

#### **How would you like to see the mall area re-develop? What is your wish list?**

*(More shopping opportunities, employment in the area, recreational opportunities, community facilities, etc.)*

- More restaurants in the mall so that we can keep money in Antioch and in Davidson County instead of Rutherford or Williamson.
- I would like to see the mall change in a way to perhaps be more like Vanderbilt at 100 Oaks – centering around education because of Nashville State Community College and The Academy at Hickory Hollow with shops becoming convenient stops in surrounding the educational hub. I think all the stores should be moved to one floor side by side to support one another and increase traffic.
- I'd like to see the mall compete for viable and profitable businesses in retail and restaurant industries.
- Retail complex with big box stores and shops, restaurants. Right now we have to drive to Rivergate, Murfreesboro, Mt. Juliet, or Cool Springs.
- Community water fountain, play area (similar to one in Indianapolis, IN)
- More specialty, smaller shops. Village style, similar to Hillsboro Village or Hill Center/Green Hills
- Community college
- Activities for entire families to do: parents and children together. One such activity could be dancing – dance studio with lessons and dance parties
- Free splash/spray park for kids with playground.
- Community college, retail
- I would like to see resources for families such as community education classes (pottery, photography, etc.)... more enrichment opportunities and learning resources. In essence, a hub for enrichment, learning, and family involvement.
- Tear it down and built mixed use around Nashville State Community College and Metro Nashville Park and Community Center; (A) New Town Center.
- I would keep it as a mall. Supposedly, Bass Pro Shops would already be there, but were turned down.
- Hickory Hollow Mall. I desire to see the mall turned into a regional attraction – drawing folks from all over. I suggest a physical fitness recreational complex with indoor garden and educational pods. The theme should build off the “Nashvitality” campaign. This would provide all season access to recreational physical fitness activities for seniors, teen, children of all ages, when the weather does not permit. Cold rain, too hot/humid.
- I would like CBL to show some vision for their property – Hickory Hollow Mall.
- International food court in the mall. Embrace the diversity of food.

#### **How do you see the Murfreesboro Road corridor changing in the future?**

*(More shopping opportunities, employment in the area, recreational opportunities, community facilities, etc.)*

- More upscale shops, theaters, community playhouse, arts, education
- National and regional commercial space
- Combination of nice retail, restaurants, walking area, community center, police substation, open and green areas.
- The owner (CBL) of the mall needs to come up with a concept/plan for the mall that we, as residents, can share our ideas for and review.
- Sidewalks on Sheila Drive
- I would like to see more big-chain national restaurants, people come from all over for Olive Garden and Red Lobster, they will do it for the other places as well. I try to spend every dollar I own in Antioch and I believe others are trying as well. Food always sells.
- Increased property values – stop building low-income Section 8 housing in Antioch that attracts undesirable residents.
- The shopping center on the corner of Bell and Murfreesboro Road needs to be improved. Dollar General, International Market, Nail Salon – this is an eye sore!
- More upscale shops, more small business development
- Would like to see more shops and services in the Priest Lake shopping center. The grocery, pharmacy, and Dollar

General stores are convenient and very important to community. Please consider these areas in planning and development.

- More restaurants and employment opportunities
- Too many vacant businesses on Murfreesboro Rd. – Blockbuster, Food Lion, Publix. Sidewalks on major roads like Anderson are needed.
- Stop so many car lots on Nolensville Road. More restaurants.

**Additional comments**

- Where I shop – Nashville West, The Avenue (Murfreesboro), Smyrna, Green Hills

## **Antioch - Priest Lake Community Plan : 2012 Update**

### Appendix

#### **Jobs / Retail Comments**

- Jobs!!! More corporate HQ with job creation; more commercial/retail with diverse stores, eating, etc.; more services for entrepreneurial business status such as more cultural facilities like museums, music venues, things for singles as well as families; zone shopping, eating, home, work, play areas of interest. Jobs!
- More retail, restaurants
- Retail, restaurants, community services, senior center/day
- I would like to see a positive conversion of Hickory Hollow Mall. Turn it into an attraction that draws folks from all over the area "Nashvitality". All season physical fitness, recreation, attraction, indoor garden, educational facility
- Upscale shopping, more Antioch residents on planning committee, high end homes
- Jobs! Corporate HQ and all the rest (retail, community services, etc.) will come.
- Positive economic growth
- More eating and shopping for family (i.e., The Avenue in Murfreesboro, Hendersonville, or Nashville West), park with walking trail, picnic area, and playgrounds. Bell Rd. expansion – too much traffic.
- See more retail come back to the area for jobs for our youth and places to shop nearby. I would also like to see more places for activity such as skating rink, family fun centers, etc. Less liquor stores and beer and tobacco places.
- Upscale retail, safe bike lanes
- Green Hills
- Jobs!
- YMCA in the Hickory Hollow Mall?

#### **Parks / Open Space Comments**

- Green space. Develop a small park on lake located on 2nd hole of golf course at Flintlock Road.
- Natural resources/outdoor activities; trails; community center; after school activities; free exercise area; educational classes/info; senior citizen center; medical clinic; library; classes like downtown; creating dimensional art; computer literate; ESL; music venue; occasional performances; classes; arts and crafts
- Better parks, better shops, better restaurants, more sidewalks
- Dog park
- Dog park!
- A large, multi-age and ability-appropriate playground.
- Greenways
- Park – dog park
- Dog park near lake/water, recycling
- More retail, more jobs, less empty storefronts.

#### **Transportation / Infrastructure Comments**

- Street lights; Metro trash collection; dining options/restaurant; grocery store
- Community center, sidewalks, parks, better library, retail, restaurants
- New infrastructure to improve traffic flow in/out of the Antioch area
- Less traffic, more community
- Sidewalks on Anderson Road, more retail, traffic improvement, medical, cleaner vibrant curb appeal
- Sidewalks
- Sidewalks! Retail, restaurants, dog park/greenway, community center, better library
- Sidewalks and restaurants near Starwood
- Sidewalks, crosswalks
- Sidewalks!
- Sidewalks on Nashboro Blvd.
- Running paths, sidewalks, community centers, "main street" space/"hub" for center retail
- More greenways/parks, wider/safer roads, well designed developments
- Fix I-24 exchanges at Hickory Hollow. Close the Bell Rd. exchange and expand the Hickory Hollow Parkway Exchange.

**Community Character and Community Services Comments**

- A successful community like any other part of Nashville. Diversity, energy, and excitement, not fear.
- No asphalt plant on Franklin Limestone Rd.
- A community center and park with all the amenities (including) weather areas!
- Street address numbers visible on all businesses and residences
- A sense of team spirit and community
- More rest, store, places for the children
- New library/community center
- To learn about groups/organizations for senior citizens
- Stop enhancing downtown at our community expense.
- More Codes enforcement
- Youth programs, more involvement commercial real estate
- Community activities between I-24/I-40, open Smith Springs Rd, sidewalks, parks –more than one senior citizens center
- Senior citizens center
- YMCA, city park with children’s play area, picnic area – shade sports area
- A better reputation, no trash on roads, repaved roads, clean up (ugly) Islamic Center
- Hamilton Road needs widening with a sidewalk – clean up area under railroad on Bell Road – looks nasty now.
- Police Departments/Stations, library, community center
- A police station, a library and community center
- Community youth center and YMCA group
- Cleaner, less trash, safer, mall redeveloped, library, more retail, more parks, open spaces – better reputation!
- No asphalt plant on Franklin Limestone Rd.
- Community education, work force development, parks and recreation
- Protect and improve property values via restrictive building overlays and zoning. For Priest Lake area, private residences and businesses

## **Antioch - Priest Lake Community Plan : 2012 Update**

### Appendix

#### **Employment and Shopping Boards**

Planning staff asked meeting attendees to place dots on places where they shop and work. These are totals from the Kick-off Meeting. Additional input on shopping and work locations were collected at the Economic Development / Retail Centers Meeting.

##### **Employment Board**

Antioch – Priest Lake – 12 dots  
Airport / Briley – 2 dots  
Brentwood/Maryland Farms – 2 dots  
Downtown – 2 dots

##### **Shopping Board**

Providence Market Place – 13 dots

##### **Shopping Board**

Hickory Hollow – 11 dots  
Green Hills – 10 dots  
Avenues of Murfreesboro – 8 dots  
Opry Mills – 6 dots  
Cool Springs – 5 dots  
Indian Lakes/ Hendersonville – 3 dots  
Rivergate – 3 dots

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### APPENDIX C: THE ANTIOCH-PRIEST LAKE COMMUNITY'S HISTORICAL PROPERTIES

The list of historically significant features identifies historically significant sites, buildings and features within the Antioch-Priest Lake community. As of August 2012, there are a total of 488 historic features in the Antioch-Priest Lake community.

- National Register of Historic Places designation – 2 features
- Eligible for the National Register designation – 9 features and 1 district
- Worthy of Conservation designation – 477 features (including 2 districts)

There were new historically significant features identified during the 2012 Antioch-Priest Lake Community Plan Update. The most noteworthy additions to the historical properties list are several historical districts – Una Antioch, Stardust Acres, and Miro Meadows.

The Una Antioch, Stardust Acres and Miro Meadows subdivisions were identified as areas Worthy of Conservation because they are expected to reach “historic” age during the community plan’s seven- to ten-year planning horizon. These subdivisions were identified because they would meet the requirement to be considered Eligible for the National Register of Historic Places – that a property or structure is at least 50 years old. While there is no regulatory meaning to the “historic district” designation, the Metropolitan Historical Commission has called them such because each subdivision is a collection of properties that contain classic suburban architecture, historic associations, and suburban landscape features. The impact of Worthy of Conservation status is described below.

The Antioch-Priest Lake community’s addition of several designated historical properties is a testament to the community’s rich historical past and the Metropolitan Historical Commission’s commitment to identifying and preserving as many of those features as possible.

#### The Metropolitan Historical Commission

The Metropolitan Historical Commission works with the Planning Department to review the impacts of development applications on historic resources. The Historical Commission also works with individual property owners and communities in the pursuit of appropriate historic protections and designations.

The following defines the various designations used by the Metropolitan Historical Commission.

#### National Register of Historic Places Designation

The National Register of Historic Places (NR) designation describes districts, structures, and places viewed as historic resources that are highly significant at the national scale. The National Register is a federal program administered by the Department of the Interior. Listing in the National Register is honorary – a way to recognize the district as an intact and important part of both Nashville’s and America’s history.

Since the National Register of Historic Places is a designation of status, it does little to protect against local zoning regulations. The National Register designation does not prohibit demolition or alteration of historic properties. The Designation does protect against actions of the federal government, more specifically federally funded projects. The National Register designation initiates the review and mitigation of any adverse impacts of a federally funded project on a historic resource. The Historical Commission executes a review under the National Historic Preservation Act, when a project involving federal funding or licensing is due to affect a historic resource.

#### Eligible for the National Register Designation

The Eligible for the National Register (NRE) designation describes properties that are eligible for the National Register of Historic Places, but a formal nomination has not yet been pursued. Individual property owners and volunteers may work with the Nashville Historical Commission to pursue nomination.

The Eligible for National Register designation has the same protections as a fully recognized historic landmark. This status is offered with the understanding that not every historic landmark has the opportunity to be nominated as this is a voluntary action. Thus, the lack of interest does not diminish its historic significance, and the same protections are applied.

#### Worthy of Conservation Designation

The Worthy of Conservation (WOC) designation is a local designation for properties that are historically significant to a neighborhood or community. Worthy of Conservation designation affords no additional protections to the property. Rather, it notes the property’s age and value to the community. Private property owners may pursue additional protections under local zoning designations. In Nashville, there are two zoning districts – the Historic Zoning District and the Neighborhood Conservation District – that provide additional

protection for historic structures.

**Historic Zoning Overlay District and Neighborhood Conservation Overlay District**

These zoning districts are applied to neighborhoods instead of individual properties. Criteria include contiguous areas where the overall planning, landscaping, and built environment are linked to a significant historic time period; age (usually 50 years or older); designer; developer; and architectural style are also reviewed in the designation of a historic district. The Historic Zoning Overlay District and Neighborhood Conservation Overlay District help to manage growth and change in a neighborhood by requiring a public review of demolitions, new construction, additions, and structures relocated into or out of a community. Where there are individual properties with the Worthy of Conservation designation, a Specific Plan zoning district or a Neighborhood Landmark District overlay zoning designation may be utilized for individual development applications, to encourage the protection of local historic resources on individual properties. As of August 2012, there are no historic zoning districts or neighborhood conservation districts identified in the Antioch-Priest Lake community.

**National Historic Landmark Designation**

The National Historic Landmark District is most often listed in the National Register of Historic Places, either individually or as part of a district. Designation as a Historic Landmark District also honors a Nashville landmark's historical significance, but with that recognition, historic zoning protects the building or site's unique character by requiring review of exterior work on buildings. Historic Landmark Districts are locally designated and administered by the Metropolitan Historic Zoning Commission (MHZC), an agency of the Metropolitan Government of Nashville and Davidson County. As of August 2012, there are no historic landmarks identified in the Antioch-Priest Lake community.

For additional information on the historic zoning designations visit: [www.nashville.gov/mhc/index.asp](http://www.nashville.gov/mhc/index.asp)

Please refer to the Historically Significant Properties table, beginning on the following page, and the Historic Properties Map (Figure C-1), for the listing and location of historic properties in the Antioch-Priest Lake community.

# Antioch - Priest Lake Community Plan : 2012 Update

## Appendix

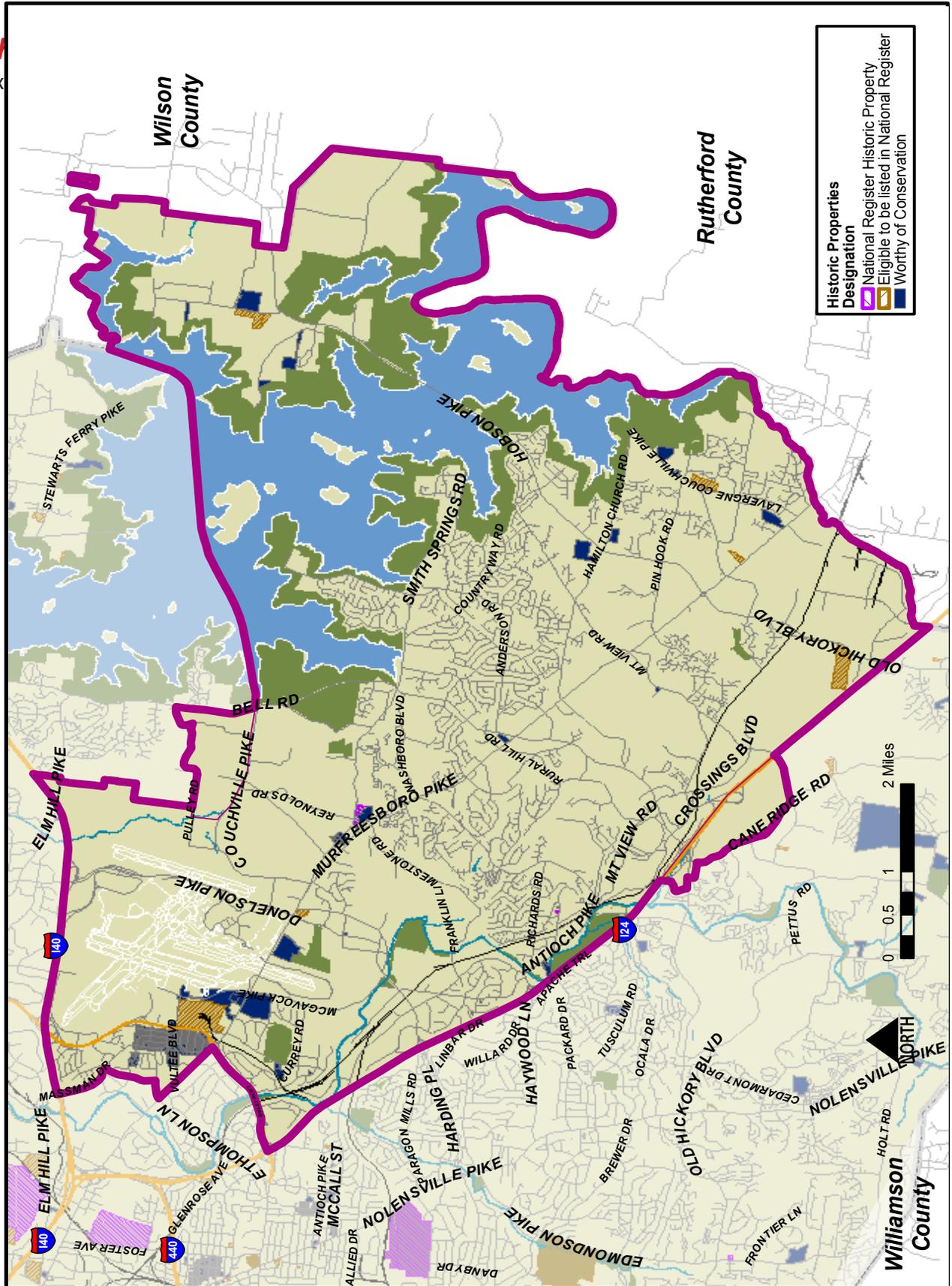
**Table C - 1: Antioch - Priest Lake Historically Significant Properties**

PROPERTY NAME	PROPERTY ADDRESS	MAP / PARCEL NUMBER	DESIGNATION
<b>Properties Listed on the National Register of Historic Places (NR Designation)</b>			
Ellis Service Station Garage	2000 Old Murfreesboro Pike	13500023600	NR
Locust Hill	830 & 834 Reeves Road	14816001600	NR/LL
<b>Properties Listed as Eligible for the National Register of Historic Places (NRE Designation)</b>			
Buchanan Tavern	4020 Murfreesboro Pike	17500004900	NRE
Fairview Farm & Cemetery	12924 Old Hickory Blvd	17500002700	NRE
Hall Memorial Missionary Baptist Church	6005 Mt. View Road	16400005100	NRE
Hill Farmstead & Stone Wall	4257 Lavergne-Couchville Pike	16500005000	NRE
Tennessee Highway Patrol Building	1603 Murfreesboro Road	12000008600	NRE
Vultee/Avco/Carlyle Plant	1431 Vultee Boulevard	12000003500	NRE
Wiley House	2173 Granny Wright Lane	12300008800	NRE
<b>Properties Listed as Worthy of Conservation (WOC Designation)</b>			
Arlington Methodist Church	1360 Murfreesboro Pike	12000003800	WOC
Castleman House & Cemetery	1741 Bakers Grove Road	12300002300	WOC
Center Hall House	4154 Murfreesboro Pike	17500007600	WOC
Center Hall House	517 Vinson Drive	13401001900	WOC
Cole House/Colemere Club (lawn & stone wall)	1400 Murfreesboro Pike	12000003900, 12000012000	WOC
Cone House	4105 Lavergne-Couchville Pike	16500006300	WOC
Currey House	934 Currey Road	12000016000	WOC
Currey House	3455 McGavock Pike	12000012700	WOC
Dorthea Dix Gatehouse	3520 Murfreesboro Pike (2 Dell Parkway)	12000015900	WOC
Double-Pen House	3506 Hamilton Church Road	16400028800, 15000013500	WOC
Double-Pen Log House	2184 Granny Wright Lane	12400001400	WOC
Ezell-Shriver House	652 Old Ezell Road	13400020500	WOC
Farmhouse	2337 Granny Wright Lane	12300006500	WOC
Farview (Wallace House)	5797 Mt. View Road	16400021300	WOC
Genesco Park Administration Building	1415 Murfreesboro Pike	12000005600	WOC
Gran Dale	200 Nashboro Boulevard	13500024700	WOC
Luna House	3501 Lallemand Drive	14802007200	WOC
Old Una Schoolhouse	2018 Old Murfreesboro Pike	13500023700	WOC
Single-Pen House	3649 Hamilton Church Road	16400005900	WOC
Single-Pen Log House	2119 Granny Wright Lane	12300005500	WOC
Stone Cottage	4145 Lavergne-Couchville Pike	16500006100	WOC
Stone Cottage	4143 Lavergne-Couchville Pike	16500002700	WOC
Stone Walls	1740 Reynolds Road (across from)		WOC
Sullivan House	1911 Bakers Grove Road	12300001600	WOC
Templeton House/Country Manor	107 Bakertown Road	14803017900	WOC
Travelers Court Motel	2622 Murfreesboro Pike	14908002000	WOC
Tudor Revival	2121 Antioch Pike	14800014100	WOC
Tudor Revival	2133 Antioch Pike	14800004500	WOC
Wheeler House	245 Overby Road	14803018600	WOC

Table C - 1: Antioch - Priest Lake Historically Significant Properties Continued

PROPERTY NAME	PROPERTY ADDRESS	MAP / PARCEL NUMBER	DESIGNATION
<b>Properties that Comprise Historic Districts (Not Regulatory)</b>			
Una Area Historic District (Old Murfreesboro Pike) (13 properties)			NRE as district but WOC individually
	1829 Old Murfreesboro Pike	13500009300	WOC
	1900 Old Murfreesboro Pike	13500012400	WOC
	1902 Old Murfreesboro Pike	13500012500	WOC
	1904 Old Murfreesboro Pike	13500012600	WOC
	1905 Old Murfreesboro Pike	13500009200	WOC
	1906 Old Murfreesboro Pike	13500012700	WOC
<i>Meeks House (within Una Area Historic District)</i>	1907 Old Murfreesboro Pike	13500009101	WOC
	1908 Old Murfreesboro Pike	13500012800	WOC
	1909 Old Murfreesboro Pike	13500009000	WOC
	1911 Old Murfreesboro Pike	13500008800	WOC
	1912 Old Murfreesboro Pike	13500013000	WOC
	1914 Old Murfreesboro Pike	13500013100	WOC
	1915 Old Murfreesboro Pike	13500008700	WOC
Miro Meadows District (264 properties)	Streets: Kermit, Kirby, Kipling, Kenton, Alladin, Goodbar	North of Vultee Blvd.	WOC
Stardust Acres District (168 properties)	Streets: Saturn, Mercury, Mars, Venus, Vultee	South of Vultee Blvd.	WOC

Figure C - 1: Antioch - Priest Lake Historically Significant Properties



**APPENDIX D: CIB  
(CAPITAL IMPROVEMENT BUDGET)  
PROJECTS FOR ANTIOCH – PRIEST LAKE**

The (Date) Capital Improvement Budget and Program (CIB) includes numerous projects that may directly impact the Antioch – Priest Lake Community. The table below includes all CIB projects in Antioch – Priest Lake. The CIB Table found in Chapter 3 lists transportation related CIB projects.

# Antioch - Priest Lake Community Plan : 2012 Update

## Appendix

**Table D - 1: Antioch - Priest Lake Capital Improvement Budget (CIB) Projects**

Department	Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Public Works	Bell Road/I-24 Streetscape, Markers, Improvements	13PW0036	Improve Bell Road/I-24 streetscape, markers	FY 13 - \$50,000	
Public Works	Bell Road/I-24 Traffic Study	13PW0037	Conduct traffic study; analyze improvements around overpass, railroad bridge at Bell Road Exit at I-24	FY 13 - \$10,000	
Public Works	Bell Road Sidewalks	13PW0034	Construct sidewalks from 5325 Hickory Hollow Lane to Hickory Hollow Pkwy	FY 13 - \$75,000	
Public Works	Castlegate and Smith Springs Road Signalization	10PW0046	Signalization at Forest Cove/Forest Trace on Anderson Road	FY 13 - \$60,000	
Public Works	Crossings Boulevard Extension	98PW014	Extend new road from Old Franklin Road to Old Hickory Blvd	FY 15 - \$250,000 FY 16 - \$1,100,000 FY 17 - \$2,200,000 FY 18 - \$2,800,000 FY 19 - \$2,800,000	
Public Works	Curtis Hollow Parkway Intersection and Safety Improvements	08PW0017	Improve Curtis Hollow Pkwy/Mt. View Road intersection with handicap crossing and intersection safety enhancements	FY 13 - \$100,000	
Public Works	Curtis Hollow Road Sidewalks	10PW0035	Construct sidewalks	FY 13 - \$40,000	
Public Works	Edge O Lake Drive Sidewalks	13PW0031	Construct sidewalks on one side from Bell Road to Murfreesboro Pike	FY 13 - \$500,000	
Public Works	Flintlock Court Street Lighting	11PW0014	Add street lighting along Flintlock Court to Musket Trail Street	FY 13 - \$200,000	
Public Works	Folkstone Drive Paving	13PW0044	Pave from Smith Springs Road to Gondola Drive	FY 13 - \$42,100	
Public Works	Gondola Drive Paving	13PW0045	Pave from CDS Northeast to Folkstone to CDS W of Chelsea Way	FY 13 - \$108,400	
Public Works	Hamilton Church Road Bridge and Culvert Widening	13PW0043	Widen Hamilton Church Road Bridge and Culvert	FY 13 - \$488,800	
Public Works	Hamilton Church Road and Hobson Pike Intersection Improvements	08PW0021	Improve Hamilton Church Road/Hobson Pike intersection	FY 13 - \$500,000	
Public Works	Hamilton Church Road and Mt. View Road Intersection Improvements	08PW0023	Improve Hamilton Church Road/Mt. View Road intersection; pave four-way stop	FY 13 - \$250,000	
Public Works	Hamilton Church Road and Murfreesboro Pike Intersection Improvements	08PW0022	Improve Hamilton Church Road/ Murfreesboro Pike intersection	FY 13 - \$500,000	
Public Works	Hamilton Church Road and Owendale Road Signalization	13PW0027	Signalize Hamilton Church Road and Owendale Road	FY 13 - \$120,000	
Public Works	Hamilton Church Road Sidewalks	10PW0049	Construct sidewalks from Murfreesboro Pike to Owendale Road	FY 13 - \$60,000	
Public Works	Harding Place Extension	96PW506	Acquire right-of-way for new roadway from Ezell Pike to Couchville Pike	FY 13 - \$300,000 FY 14 - \$1,700,000	FY 13 - \$1,200,000 FY 14 - \$6,800,000 FY 15 - \$44,000,000 FY 16 - \$55,000,000
Public Works	Hobson Pike Sidewalks	13PW0040	Construct sidewalks from Pin Hook Road to JFK Middle School	FY 13 - \$1,000,000	
Public Works	Hobson Pike Sidewalks	13PW0042	Construct sidewalks from Pin Hook Drive to Antioch High School	FY 13 - \$600,000	
Public Works	Interstate 24 Signs and Arrows	13PW0039	Erect I-24 signs/arrows at intersections of Bell Rd/Mt. View Rd and Mt. View Rd/ Crossings Pkwy	FY 13 - \$2,500	
Public Works	Mt. View Road Sidewalks and Handicap Access	08PW0016	Construct sidewalks and handicap access from Bell Road to Curtis Hollow Pkwy	FY 13 - \$200,000	
Public Works	Murfreesboro Pike Sidewalks	13PW0028	Construct sidewalks from Ransom Way to Nashboro Blvd	FY 13 - \$250,000	
Public Works	Murfreesboro Pike Widening	12PW0019	Widen from 4 to 6 lanes from Donelson Pike SR-255 to Franklin Limestone Road (Includes cost for adding bike lanes)	FY 16 - \$1,100,000	
Public Works	Nashboro Boulevard Sidewalks	13PW0032	Construct sidewalks (fill in incomplete areas) from Bell Road to Murfreesboro Pk	FY 13 - \$1,200,000	

**Table D - 1: Antioch - Priest Lake Capital Improvement Budget (CIB) Projects Continued**

Department	Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Public Works	Pin Hook Road Sidewalks	13PW0042	Construct sidewalks from Pin Oak Drive to Antioch High School (on the side nearest to driveway)	FY 13 - \$600,000	
Public Works	Rural Hill Road and Mt. View Road Intersection Improvements	08PW0018	Improve Rural Hill Road/Mt. View Road intersection	FY 13 - \$500,000	
Public Works	Rural Hill Road Resurfacing	13PW0033	Resurface from Mt. View Road Intersection to entrance of Free Will Baptist Church Headquarters	FY 13 - \$50,000	
Public Works	Smith Springs Road Sidewalks	13PW0030	Construct sidewalks from Bell Road to Anderson Road	FY 13 - \$3,000,000	
Public Works	Southeast Connector	06PW0012	Construct new roadway; Phase 1 from Concord Road at Nolensville Pike to I-24E; Phase 2 From I-24 to Old Hickory Blvd	FY 17 - \$20,000,000 FY 19 - \$30,400,000	
Public Works	Windcrest Trail Subdivision Road Repairs	13PW0046	Repair dips within Windcrest Trail Subdivision	FY 13 - \$450,000	
Public Works	Anderson Road Sidewalks	08PW0015	Construct sidewalks from Lakeshore Christian Church to the cul-de-sac (Country Way Road)	FY 13 - \$264,000	
Public Works	Anderson Road Sidewalks	13PW0029	Construct sidewalks from Smith Springs Road to Harbour Town (includes ROW, stormwater drainage)	FY 13 - \$250,000	
Public Works	Antioch Pike Widening	92PW003	Phase I: Widen on present alignment from Richards Road to Reeves Road; Phase 2: Construct on new alignment from Reeves Road to Blue Hole Road (includes new bridge over Mill Creek and roadway)	FY 13 - \$350,000 FY 14 - \$350,000 FY 15 - \$700,000 FY 16 - \$2,000,000 FY 17 - \$4,692,000 FY 18 - \$800,000	
Public Works	Antioch Pike Widening	10PW0027	Widen from Richards Road to Hickory Hollow Pkwy	FY 17 - \$12,900,000 FY 18 - \$5,600,000	
Public Works	Antioch Pike Strategic Improvements	13PW0008	Widen from Haywood Lane to Blue Hole Road (Project includes signal upgrades, sidewalks, ROW acquisition, engineering, design, construction)	FY 13 - \$200,000 FY 14 - \$6,400,000	
Public Works	Bell Road Widening	01PW005	Widen from I-40 E to Smith Springs Road	FY 13 - \$600,000 FY 14 - \$3,000,000 FY 15 - \$3,000,000 FY 16 - \$3,000,000	
Public Works	Cane Ridge Road Widening	04PW0019	Widen; Phase 1 from Southeast Connector to Bell Road; Phase 2 from Old Hickory Blvd to Southeast Connector	FY 13 - \$500,000 FY 14 - \$500,000 FY 15 - \$1,000,000 FY 16 - \$6,000,000	
Public Works	Franklin-Limestone Road Widening	95PW007	Upgrade two lane road to include turn lanes from Antioch Pike to Murfreesboro Pike	FY 14 - \$250,000 FY 15 - \$250,000 FY 16 - \$250,000 FY 17 - \$250,000 FY 18 - \$500,000 FY 19 - \$12,000,000	
Public Works	Franklin-Limestone Road Widening	10PW0032	Widen from Antioch Pike to Murfreesboro Pike	FY 13 - \$250,000	
Public Works	Hickory Hollow Parkway Extension	91PW002A	Extend from Blue Hole Road to Hickory Hollow Parkway (includes Phase I Engineering, ROW); construct on new alignment bridge and approaches over Mill Creek/CSX RR; Phase 2: Roadway up grade along Hickory Hollow Parkway	FY 13 - \$1,000,000 FY 14 - \$1,000,000 FY 15 - \$5,000,000 FY 16 - \$5,000,000 FY 17 - \$5,000,000 FY 18 - \$3,000,000	
Public Works	Rural Hill Road Widening	87PW004C	Widen from Murfreesboro Pike to Mt. View Road	FY 13 - \$2,000,000 FY 14 - \$2,000 FY 15 - \$2,000,000 FY 16 - \$2,000,000 FY 17 - \$2,000,000 FY 18 - \$3,500,000	

## Antioch - Priest Lake Community Plan : 2012 Update

### Appendix

**Table D - 1: Antioch - Priest Lake Capital Improvement Budget (CIB) Projects Continued**

Department	Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Public Works	Rural Hill Road Widening	10PW0030	Widen from Bridgecrest Drive to Mt. View Road	FY 13 - \$5,000,000	
Public Works	Smith Springs Road Widening	85PW043	Widen from Bell Road to Anderson Road	FY 13 - \$750,000 FY 14 - \$6,750,000	
Public Works	Cane Ridge Road Widening	06PW0050	Widen from Pettus Road to Franklin Road	FY 13 - \$500,000 FY 14 - \$2,000,000 FY 15 - \$2,000,000 FY 18 - \$39,000,000	
Public Works	Smith Springs Road Construction and Extension	99PW001	Extend Smith Springs Road from Anderson Road to Mt. View Road	FY 13 - \$100,000 FY 16 - \$500,000 FY 17 - \$7,500,000 FY 18 - \$7,500,000 FY 19 - \$7,000,000	
Public Works	Smith Springs Parkway Extension	09PW0002	Extend Smith Springs Parkway to Smith Springs Road	FY 13 - \$3,000,000	
Public Works	Una-Antioch Pike Widening	85PW016A	Widen from Murfreesboro Pike to 800 feet east of Hickory Hollow Parkway	FY 13 - \$100,000 FY 14 - \$100,000 FY 15 - \$250,000 FY 16 - \$250,000 FY 17 - \$1,000,000 FY 18 - \$1,000,000	
Public Works	Una-Antioch Pike Widening	10PW0028	Widen from Hickory Hollow Pkwy to Murfreesboro Pike	FY 13 - \$20,500,000	
General Services	Hickory Hollow Project Funding	12GS0009	Additional funding for site security, utility separation, furniture, fixtures, equipment	FY 13 - \$5,000,000	
MDHA	Murfreesboro Road Commercial District	06HA0004	Murfreesboro Road Commercial District - Commercial Revitalization	FY 13 - \$500,000	
MNPS	Apollo Middle Renovation	03BE0001	Renovate facility	FY 19 - \$5,044,000	
MNPS	New Middle School Antioch Cluster	04BE0002	New Middle School for Antioch Cluster (to accommodate about 1,000 students)	FY 15 - \$26,276,000	
MNPS	Antioch Middle Renovation	04BE0006	Renovate facility	FY 13 - \$11,022,000	
MNPS	Lakeview Elementary Renovation	04BE0023	Renovate facility	FY 17 - \$5,303,000	
MNPS	J.E. Moss Elementary Renovation	04BE0025	Renovate facility	FY 19 - \$5,044,000	
MNPS	Una Elementary Renovation	04BE0032	Renovate facility	FY 19 - \$1,828,000	
MNPS	Antioch High Renovation	09BE0001	Renovate facility	FY 19 - \$6,141,000	
MNPS	Mt. View Elementary Renovation	09BE0021	Renovate facility	FY 19 - \$1,832,000	
MNPS	New Elementary School Antioch Cluster	13BE0043	New Elementary School for Antioch Cluster (to accommodate about 800 students)	FY 14 - \$14,959,000	
MTA	Bus Rapid Transit (BRT Lite) Murfreesboro Road	13MT0010	Bus Rapid Transit (BRT) Murfreesboro Road - Infrastructure	FY 13 - \$4,840,000	
Parks	Priest Lake Senior and Youth Community Center	06PR0007	Construct Priest Lake Senior and Youth Community Center	FY 13 - \$2,500,000	
Parks	Priest Lake Regional Recreational Community Center	13PR0005	Construct Priest Lake Regional Recreational Community Center	FY 13 - \$6,500,000	
Parks	Park and Regional Community Center Land Acquisition	13PR0006	Land Acquisition for Park and Regional Community Center	FY 13 - \$500,000	

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# **Antioch - Priest Lake Community Plan : 2012 Update**

## Appendix

### CREDITS

#### METROPOLITAN PLANNING COMMISSION

Mr. James McLean, Chairman  
Mr. Stewart Clifton, Vice-Chairman  
Mr. Greg Adkins  
Ms. Judy Cummings  
Mr. Derrick Dalton  
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Mayor Karl Dean, Ex-Officio  
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Councilmember Phil Claiborne, Chair, Metropolitan Council Planning Committee, Ex-Officio

#### PLANNING DEPARTMENT

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Rick Bernhardt, Executive Director  
Doug Sloan, Assistant Executive Director – Operations

#### Planning

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Bob Leeman, Planning Manger II, Land Development and Design

#### Metropolitan Planning Organization / Transportation

Michael Skipper, MPO Director

The production of this plan was primarily the responsibility of the Community Plans and Design Studio Divisions.  
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Hilary Kahnle, Planning Manager I, Design Studio

**The Planning Department will greatly miss Hilary, her warm smile, and her contributions to our work.  
It has been our pleasure having her as part of our team.**

**Hilary Grace Kahnle  
April 28, 1972 – August 7, 2012**

Additional Credits

The Antioch-Priest Lake Community Plan Update Team would like to thank the Una, Antioch, and Priest Lake Community Stakeholders for their input and participation.

The team would also like to thank fellow Metro Departments, various Community Agencies, and Rutherford and Wilson County representatives for their collaboration during this process.

A special thanks to Lakeshore Christian Church for hosting numerous community meetings and to the Antioch-Priest Lake Councilmembers, the Crossings Nashville Action Partnership, and Metro Nashville Public Schools for their assistance in community outreach to increase participation in the planning process.

The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

The Planning Department helps Nashville and Davidson County evolve into a more sustainable community, guided by a commitment to efficient use of infrastructure, distinctive and diverse community character, open and vibrant civic life, and choices in housing and transportation focused on improving the quality of life.

The Metropolitan Nashville Planning Department is committed to a public planning process that builds on the desires, goals, and history of our diverse city.

The Planning Department works with residents, business owners, property owners, government agencies, and elected officials to shape our community by

developing:  
Community Plans  
Neighborhood Design Plans  
Urban Design Overlays  
reviewing:  
Zone Changes  
Subdivisions  
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For more information on the Metropolitan Nashville Planning Department and to learn about a particular plan or part of Nashville, please visit our website at:

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